

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., SEPTEMBER 10, 1903.

IF PAID IN ADVANCE  
ONE DOLLAR PER YEAR.

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**MILLING CORN, White and Yellow**  
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**CORN OATS** White and Mixed  
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**GRAIN, HAY, MILL FEED,**  
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# The GRAIN DEALERS JOURNAL.

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Buyers of  
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Prompt Returns Guaranteed.

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ESTABLISHED 1855

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Cash and Future Deliveries.  
97 Board of Trade  
CHICAGO.



well pleased  
you'll be with  
the sales if you'll ship your  
grain to

**BRIDGE & LEONARD**  
62 Board of Trade  
CHICAGO

Personal attention given each  
consignment.

Orders for Grain Futures care-  
fully executed.

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THAT'S US.

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79 Chamber of Commerce, Minneapolis  
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Members Different Exchanges.

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240 La Salle St., Chicago, Ill.  
Consignments given personal attention.  
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52 Board of Trade.

CHICAGO.



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Orders for Future Delivery Solicited

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*Orders for future delivery carefully executed.*  
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(INCORPORATED)  
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CHICAGO

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My Personal  
attention given  
consignments  
Your orders  
for cash and  
futures solicited



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from us?

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Will be sold at the top of the market. If  
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If You Are Skeptical—Like the Missourians  
**BAKER & TRAXLER**  
COMMISSION MERCHANTS  
CAN SHOW YOU  
With NASH-WRIGHT CO.  
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Write for my  
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All business transacted through  
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YOUR GRAIN AND SEEDS AND  
SEND YOUR ORDERS TO  
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For GRAIN, PROVISIONS,  
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Consumption 100,000 Bushels Daily.

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LA SALLE  
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Try us.

73-74 Board of Trade, Chicago.

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MILWAUKEE

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Future Delivery Orders Solicited.

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Mack gets the market.

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**& Co.**  
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Established 1882.

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41 and 42 Chamber of Commerce

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We buy Grain F. O. B. Station  
Please write for bids

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Receiver and Shipper of

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43-44 Chamber of Commerce, MILWAUKEE, WIS.

Will make track bids on Corn,  
Wheat and Oats.

**Milwaukee Elevator Co.**

MILWAUKEE, WIS.

**Grain Merchants**

... THE ...

**BARLEY HOUSE**

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In the Northwest read this page;  
your "ad" will be read too if you  
place it here.

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**Grain, Hay and Grass Seed**

Largest receivers of consigned seed  
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Established 1855. Incorporated 1887.

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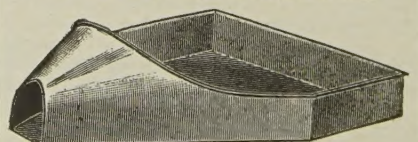
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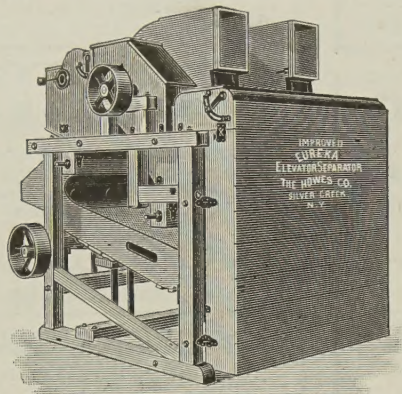




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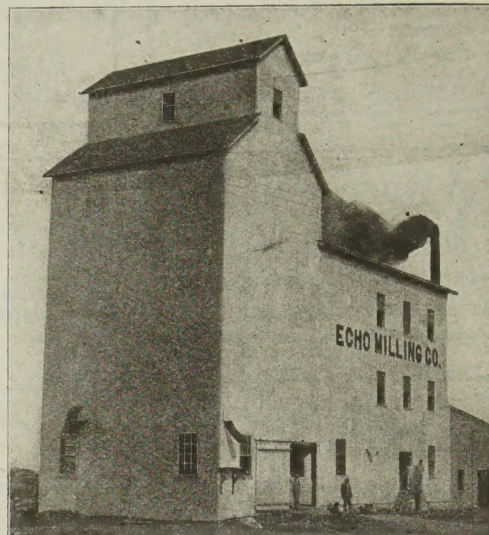
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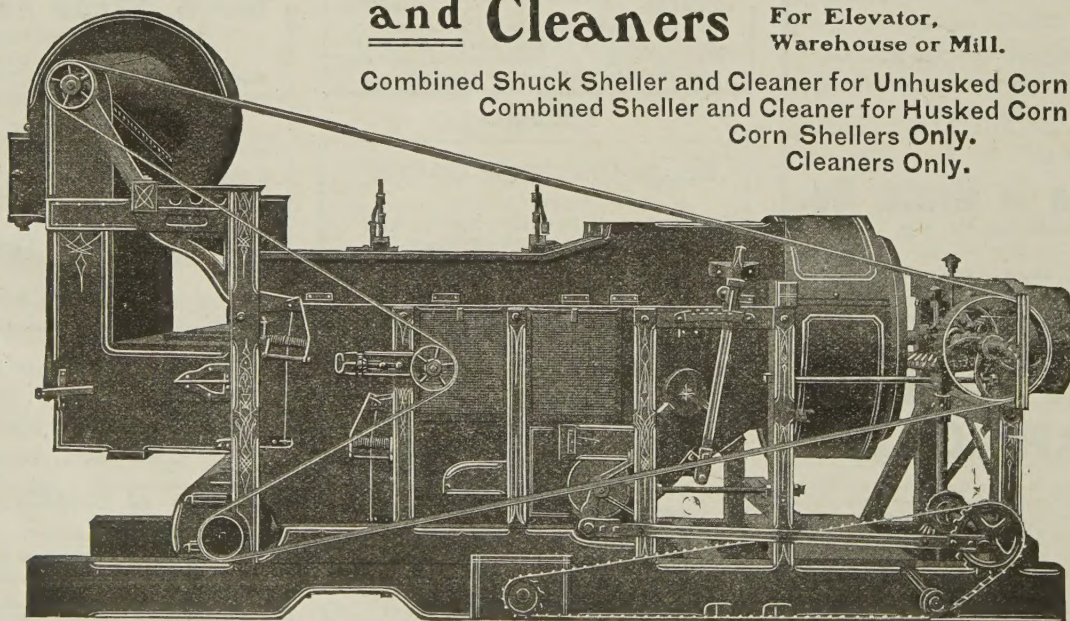
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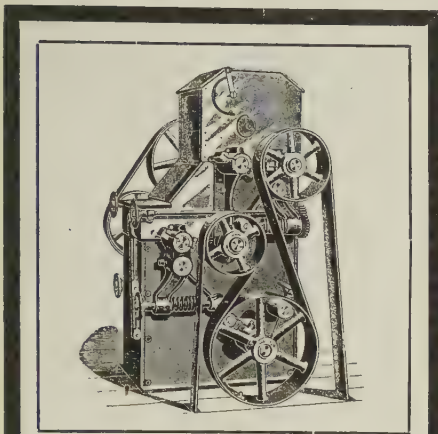
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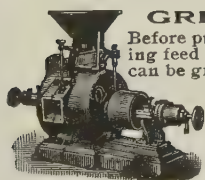
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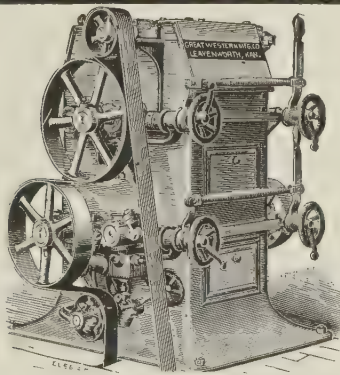
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Designers and  
Builders of **GRAIN ELEVATORS**

Contracts taken for all kinds of heavy  
Work. Estimates furnished if desired.  
801 Illinois Bank Bldg., 115 Dearborn St.  
CHICAGO

**IF YOU ARE INTERESTED, SEND FOR A  
PHOTO-BLUE PRINT AND PRICES OF OUR  
WATER-TIGHT ELEVATOR BOOT  
B. S. CONSTANT CO., Bloomington, Ill.**

**Reliance Mfg. Co.**  
LARGEST  
**ELEVATOR BUILDERS**

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want.

We also manufacture the

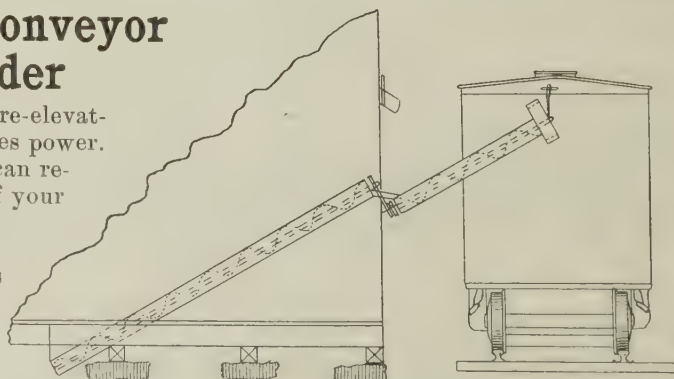
**RELiance GRAIN CLEANERS**

and carry a full line of Elevator Supplies.

1521-1523 Bates St., INDIANAPOLIS, IND.

**Screw Conveyor  
Car Loader**

does away with re-elevating grain. Saves power. By its use you can reduce the cost of your new elevator. Small elevators for loading cars direct from wagons a specialty.



WRITE TODAY FOR CIRCULARS AND PRICES.

Iowa Grain & Mfg. Co., Odebolt, Iowa.



## GRAIN ELEVATOR BUILDERS.

### IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

**M. J. TRAVIS, WICHITA, KAN.**

### E. LEE HEIDENREICH

Grain Elevator  
Designer & Builder

Heidenreich-Monier Armored Concrete Construction

Rookery Bldg. CHICAGO

### ELEVATOR PLANS FREE

Plans and specifications for a modern grain elevator of any capacity, furnished free of charge to parties who will purchase the necessary elevator machinery and supplies from me. All material will be guaranteed to be the best grade and the prices the lowest.

**FRED GROTENRATH**

Grain Elevator Contractor

111 West Water St., Milwaukee, Wis.

### Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS

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### John S. Metcalf Co.

ELEVATOR  
BUILDERS

804 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

## Steel Storage & Elevator Construction Co.

BUILDERS OF

## Fire Proof Steel Grain Elevators

BUFFALO, NEW YORK

Send for illustrated catalog on fire proof steel grain elevators.

## S. H. TROMANHAUSER,

DESIGNER AND BUILDER

## Grain Elevators

Fireproof Brick Construction a Specialty.

Country or Terminal Elevators in Any Design or Capacity.

Write for Plans and Estimates.

805-6 Phoenix Building, MINNEAPOLIS, MINN.

Office, 226 Flour Exchange

## L. O. HICKOK

DESIGNER AND  
BUILDER OF

## Grain Elevators

any Design or Capacity

MINNEAPOLIS, MINN.

### The New Era Elevator

For Quick Passenger Service In High Buildings.



The greatest convenience ever introduced into Grain Elevators. All new, modern, and up-to-date Mills and Grain Elevators are installing our passenger elevators. Nothing to get out of order.

Saves time and money. Takes half the room and COSTS NO MORE THAN A STAIRWAY.

For full information address the

**New Era Elevator Co.**  
(Sole Manufacturers)  
SIDNEY, O.

### A Perfect Grain Elevator. New Design, Price Moderate.

Address L. H. HODGMAN, who is able to refer to every firm or individual for whom he has ever done a job.

215 Pollard Ave.

Dwight, Ill.

### G. T. HONSTAIN.

Successor to Honstain Bros.

Contractor and Builder of

## GRAIN ELEVATORS.

313 Third Street, South,  
MINNEAPOLIS, MINN.

## Burrell Engineering & Construction Co.,

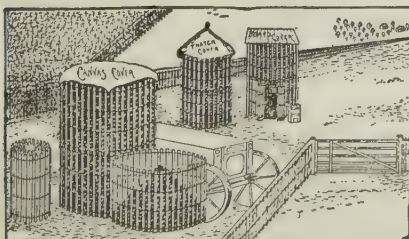
Designers and Builders of

## GRAIN ELEVATORS

Country Elevators a Specialty.

CHICAGO.

## PORTABLE CORN CRIBS



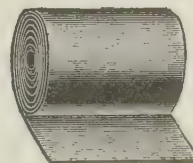
The demand for CORN CRIBS will be enormous this season. Farmers are preparing to build new ones now. **YOU SHOULD STOP THEM IMMEDIATELY** by offering our **TELESCOPE CRIBS**, that are better, and at a fraction of what theirs will cost. Capacity: 125; 200; 300; 500; 800; 1,200 bushels. Order printed matter and dozen cribs now. Price will be right.

**THE ELLIOTT & REID CO., Box 2060, Richmond, Ind., U. S. A.**

## BELTING

FOR  
CONVEYORS  
AND  
ELEVATORS  
ALSO

Fire Hose,  
Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

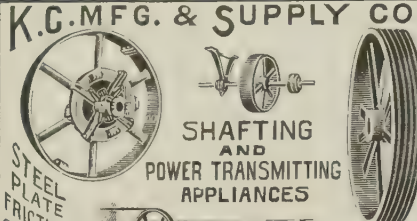
**GUTTA PERCHA & RUBBER MFG. CO.,**  
96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Madagasc.



## GRAIN ELEVATOR SUPPLIES.

**K.C. MFG. & SUPPLY CO.**



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

SPROCKET WHEELS AND CHAINS

ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY-GAS & GASOLINE ENGINES

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KANSAS CITY, Mo.

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A Full Line of ELEVATOR Machinery  
In STOCK for PROMPT SHIPMENT

Power Grain Shovels, Conveyors, Rope Drives,  
Steam Engines, Boilers, Pumps, Heaters

WRITE US

If You Don't

buy your goods of us

**We Both Lose Money**

Complete line of

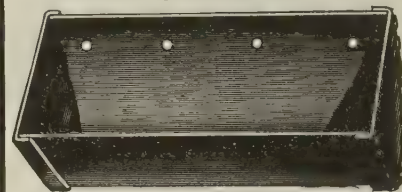
ELEVATOR MACHINERY AND  
SUPPLIES

**H.L. Thornburgh & Co.**

Chicago, Ill.

## ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,  
Cleveland, Ohio.

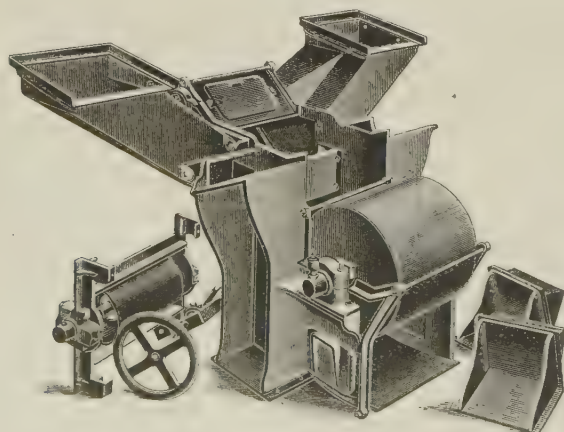
THERE MAY BE A BETTER WAY TO HANDLE  
GRAIN IN AN ELEVATOR THAN

# The Hall System

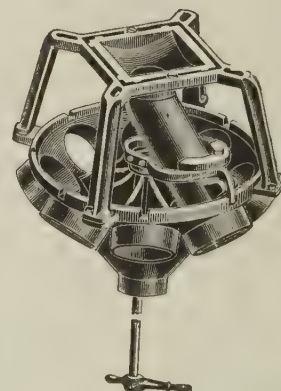
BUT IT HAS NOT YET BEEN DISCOVERED.

If there is any desired end, yet to be accomplished, not encompassed by this SYSTEM, we do not know what it is.

It receives the grain and elevates it WITHOUT CHOKING, and distributes it WITHOUT MIXING.



Hall Unchokable Boot, Non-Choking.



Hall Signalling Distributor, Non-Mixing.

It doubles the elevating capacity, and lifetime of cups and belts, and requires but a fraction of the labor and time to do it.

Requires less CUPOLA ROOM AND SPOUTING TO BINS.

Operator is signalled automatically when a bin is full, or a spout clogged, and BOTH DEVICES are marvels in simplicity and last forever.

**The Hall Distributor Co.**

222 First National Bank,  
OMAHA, NEBR.



## GRAIN ELEVATOR SUPPLIES.

### A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

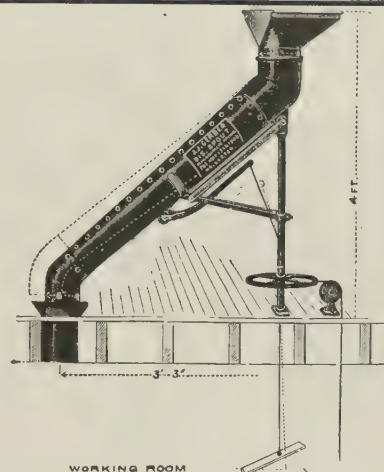
It will save you in labor all it costs in less than a month.

Send for Prices to

**H. SANDMEYER & CO., Peoria, Ill.**



"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



### A. H. RICHNER GRAIN FEEDER

Designer and builder of Grain Elevators, Elevator and Mill Supplies of all kinds.



(Patent No. 615,748)

It will pay you to get my 1903 prices before placing your order. Address

**A. H. RICHNER, CRAWFORDSVILLE, IND.**

### WHEN YOU WANT ANYTHING IN THE LINE OF Machinery, Belting or Supplies

It Will Pay You (and Us) to get our Prices.  
Good Stock, Prompt Shipments, Try Us

**MIDLAND MACHINERY CO.,**  
412 So. 3rd St. Minneapolis, Minn.

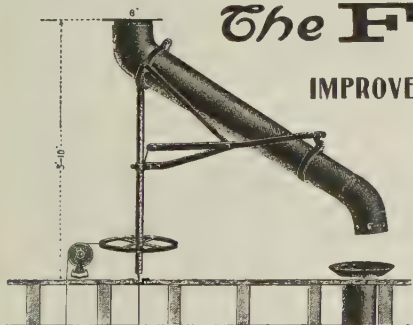
### The Flour City IMPROVED DISTRIBUTING SPOUT

Combines Strength with Simplicity,  
Ease of Operation with Certainty of Adjustment

Making the Flour City the best distributing spout on the market to-day. Write to-day to

**POND & HASEY CO.**

231 Fifth Ave. So.,  
MINNEAPOLIS, MINN.



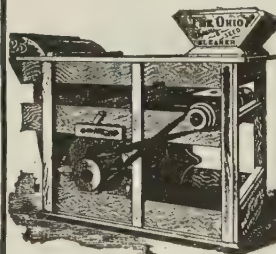
### The "OHIO" Grain and Seed Cleaner

From 50 to 1,000 Bushels per Hour Capacity.

Sold on Its MERITS.

Machines sent on 80 days' trial.

It will clean any seed or grain that grows. Get our Catalog of Hand and Power machines.



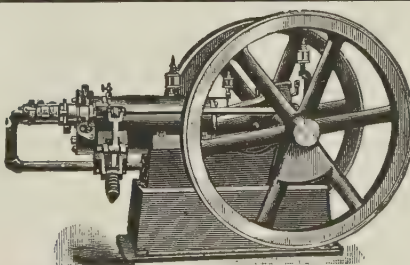
**BEELMAN CABINET CO.**  
36 Columbus St., Cleveland, O.

Gasoline Engines,  
Grain Cleaners,  
Wagon, Hopper,  
Portable, Dump Scales,  
Elevator Supplies.

Write for Catalog of Complete Elevator Equipment.

**C. D. HOLBROOK & CO.**

Minneapolis, Minn.



### "Built for Business"

By Mechanical Engineers  
in a Modern Shop

Sole State Agents HOWE Gasoline Engines, Agents HOWE Scales.

Manufacturers of Elevating, Conveying and Transmitting Machinery.

Send us your RUSH orders.

**York Foundry and Engine Works**  
YORK, NEBRASKA

### Turned Iron Sheaves

Any Diameter.  
Any Number Grooves.

Large Orders and Foreign Shipments a Specialty.

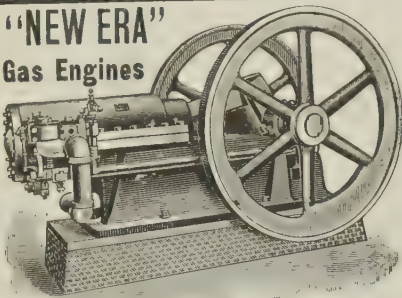
**DOWNIE-WRIGHT MFG. CO.**

P. A. KILNER, Manager  
YORK, : : NEBRASKA.



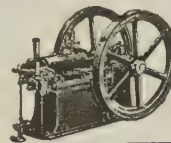
## POWER FOR GRAIN ELEVATORS.

**"NEW ERA"**  
Gas Engines




For Gas or Gasoline. Sizes 5 to 60 H. P.  
**NEW ERA IRON WORKS,**  
86 Dale Avenue, DAYTON, OHIO, U. S. A.

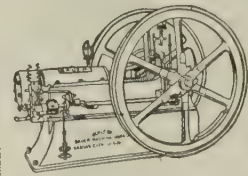
**BRUNNER ELEVATOR ENGINE**  
FOR GRAIN ELEVATORS  
From 1 to 30 H. P.  
Write for descriptive circular.  
**CHARLES BRUNNER, Mfr**  
PERU, ILL.



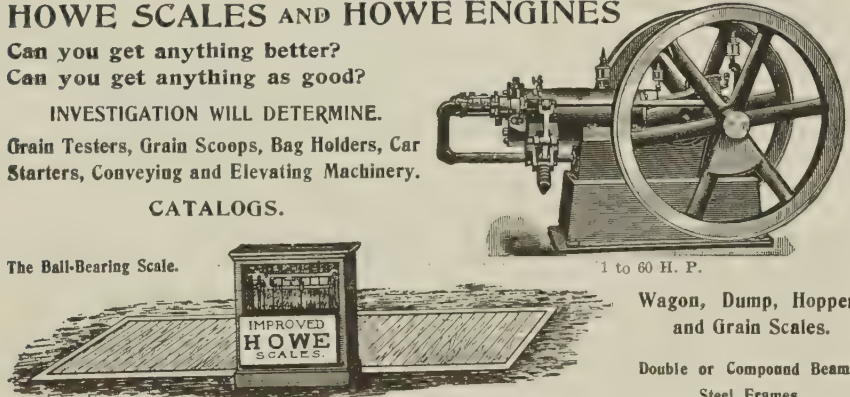
**LENNOX GAS ENGINE**  
MFG. BY **LENNOX MACH. CO.**  
MARSHALLTOWN, IA.  
WRITE FOR CATALOGUE  
of Elevator Engines.



**BAUER GASOLINE ENGINES**  
Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)  
**BAUER MACHINE WORKS CO.**  
KANSAS CITY, MO.



**HOWE SCALES AND HOWE ENGINES**  
Can you get anything better?  
Can you get anything as good?  
INVESTIGATION WILL DETERMINE.  
Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.  
CATALOGS.



The Ball-Bearing Scale.  
1 to 60 H. P.  
Wagon, Dump, Hopper, and Grain Scales.  
Double or Compound Beams.  
Steel Frames.  
St. Louis, Kansas City, Minneapolis, Cleveland.  
**Borden & Selleck Co., Chicago, Ill.**

**Feed Your Boiler with a Desmond Injector**  
Simplest, Most Satisfactory, Least Expensive.  
It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 18 to 22 pounds of steam; works as high as 190 to 200 pounds.  
It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.  
The Desmond will grade lower than any other Injector made.  
SOLD UNDER AN ABSOLUTE GUARANTEE.  
WRITE FOR CATALOGUE.  
**Desmond-Stephan Mfg. Co. URBANA, OHIO.**



To Owners of Gasoline Engines, Automobiles, Launches, Etc.  
**The Auto-Sparker**  
does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.  
**Motsinger Device Mfg. Co.**  
88 Main Street, Pendleton, Ind.


**If You Want**

regular country shippers to become familiar with your firm name, place your "ad" here.

**THOMPSON-LEWIS GAS ENGINE**  
10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.  
**J. THOMPSON & SONS MFG. CO.**  
119 BRIDGE STREET. - BELLOIT, WIS.


**Good Intentions Alone Cannot Produce Good Machinery.**

Most all manufacturers are honest, but lack the experience and equipment necessary to turn out a thoroughly first class engine. We are the founders of the Gas engine industry in the United States, have been building OTTO engines for 27 years, and operate the largest and most complete plant in the country devoted exclusively to the building of Gas and Gasoline engines. Which will you buy,

Otto Experience or Others' Experiments.

**THE OTTO GAS ENGINE WORKS,**  
Chicago Representative, T. W. SNOW, 360 Dearborn St. PHILADELPHIA, PA.

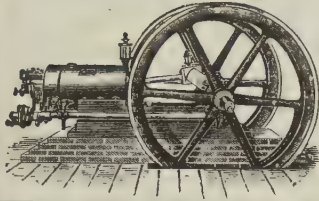

**When in the Market for a Gasoline Engine**  
Do not fail to write for


Illustrated Catalog and Prices to the  
**Waterloo Motor Works, Waterloo, Iowa**



## POWER FOR GRAIN ELEVATORS.

### Witte Gas and Gasoline Engines FOR MILLS AND ELEVATORS



A reliable Engine is a good investment. Elevators using the Witte Engine are never tied up for lack of power. We build them right and sell them right.

**WITTE GAS AND GASOLINE ENGINE CO.**

43 S. CANAL ST., CHICAGO, ILL.

**WITTE IRON WORKS CO.**

515 WEST FIFTH ST., KANSAS CITY, MO.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

### THE MODEL GASOLINE ENGINES

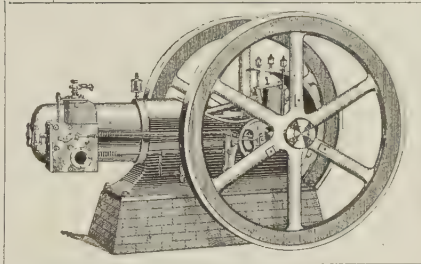
Are adapted for use on either gas, gasoline or ordinary kerosene oil. They start as readily in cold weather as in warm and being simpler in construction are less apt to get out of order than any other.

Write for catalogue and prices.

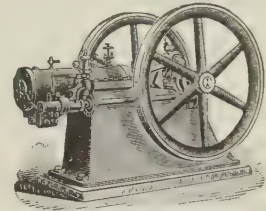
**MODEL GAS ENGINE CO.,**

AUBURN, IND.

Marseilles Mfg. Co. Western Sales Agents, Marseilles, Ill., and Cedar Rapids, Iowa. Hicks Cream Separator Co., Agents for the Northwest, Minneapolis, Minn.



### SOME REASONS WHY



### THE COLUMBUS GAS AND GASOLINE ENGINES

ARE SUPERIOR

Valves work mechanically—not by suction. No delicate parts to get out of order. Load taken up on any revolution *without* waiting to complete its cycle, insuring closest regulation of speed.

Long life of batteries and electrodes. Speed changed while running. Consider these points when buying. Ask for catalogue.

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**BRADLEY, ALDERSON & CO.**

Kansas City, Mo.

### RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL. . . .

### Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

### Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

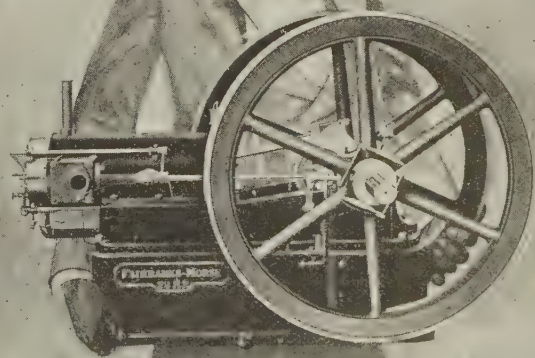
GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

### FAIRBANKS MORSE & CO.

### GAS AND GASOLINE ENGINES

STATIONARY  
PORTABLE and  
MARINE

CHICAGO, ILL., U.S.A.  
DETROIT, CLEVELAND,  
CINCINNATI, INDIANAPOLIS,  
LOUISVILLE, ST. LOUIS,  
KANSAS CITY, ST. PAUL,  
MINNEAPOLIS, OMAHA,  
DENVER, SAN FRANCISCO,  
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**TWO GREATEST POWERS  
ON EARTH**



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

ELEVATOR, 8,000-bu., for sale at a bargain; on P., C., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

ELEVATOR, 20,000 bushels capacity, in Sac County, Iowa, for sale. W. C. Marsh, Nemaha, Ia.

ELEVATOR on B. & M. Ry., for sale; steam power, sheller, hopper scales, cribs and oats bin. Address Box 241, Tobias, Neb.

ELEVATOR and coal business on B. & M. Ry., for sale; steam power, hopper scales, cribs, etc. J. M. Marsh, Hebron, Neb.

LINE OF FIVE ELEVATORS on Iowa Central R. R., east of Oskaloosa, Iowa, for sale at a bargain. Aaron Smick, Decatur, Ill.

TEN THOUSAND-BUSHEL elevator in large corn and wheat territory for sale. A snap if taken at once. Address Box 53, Logan, Ia.

NEW MODERN ELEVATOR of 20,000 bushels capacity in central Iowa, for sale; great barley station. Address B. F. Orr, Traer, Iowa.

FOR SALE—Best paying elevator and fruit packing and potato warehouse in a northern Michigan county seat. Lock Box 66, Hart, Mich.

ELEVATOR for sale in best agricultural district of northern Indiana. Crop prospects good. Address A1, Box 12, Care Grain Dealers Journal, Chicago, Ill.

SEVEN ELEVATORS for sale in Indiana, two in Ohio, four in Illinois, five in Iowa. Some great bargains to offer. List your houses for sale with me. Aaron Smick, Decatur, Ill.

GRAIN ELEVATOR for sale in fine grain country on line of C. G. W. R. R.; equipped with 6-h. p. gasoline engine and grain grinder. For particulars, inquire of W. E. Breaw, Esmond, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, Care Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H, Box 11, Care Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

A LINE OF SEVEN of the best corn and oat stations in Illinois for sale. Trade well established. Must be sold altogether. If you mean business write Ell, Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 35,000 bushels capacity, for sale; in northern Indiana. Station ships 600,000. Fine schools, two banks, excellent town to reside in. Address B. M., Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL BUSINESS in fine Iowa town for sale; 15,000 bushels capacity, good repair, gasoline engine. Business well established and location excellent. For particulars address E. W. Tiffany, Thornton, Iowa.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

GRAIN ELEVATOR, 10,000 bushels capacity, for sale. Located in the best grain country in Indiana; doing fine business. Cause of sale, death of partner. Address E. E. S., Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business for sale. Located in central Ohio, in the corn and oats section. Elevator 20,000 bus. capacity, gasoline power, and in first-class condition. Address F. E. M., Box 2, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Grand Trunk & Western Indiana Belt Railroad for sale at a bargain, or will rent. Fully equipped for cleaning, clipping and drying grain; 100,000 bushels storage. Address J. A. Bloomington, 1410 Security Bldg., Chicago, Ill.

BEAN ELEVATOR in Michigan bean belt for sale. New, modern, up-to-date. Earned 100 per cent in two years. Gasoline power. Good warehouse, coal sheds and coal trade. No competition. Address Bean, Box 4, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

A GOOD THING—15,000-bushel elevator at Crete, Ind.; modern plant with \$500.00 roller feed and meal outfit; gasoline engine; hopper scales. Also eight-room dwelling and orchard. Have other business. Price \$7,500.00. Tomlinson Grain & Lumber Co., Winchester, Ind.

TWO ELEVATORS for sale, in the best grain section of southern Minnesota; one 25,000 bushels capacity, the other 15,000 bushels capacity; each equipped with good gasoline engine and in first class condition; coal business and sheds in connection. Address Drawer A, Canton, S. D.

## ELEVATORS FOR SALE.

GRAIN ELEVATOR and hay and coal business for sale; good power; fine trade. Box 54, Scotts, Mich.

NEW, 22,000-BU., 7-bin elevator in Goodhue Co., Minn., for sale at a bargain. Cribbed, stone foundation, dump and hopper scales. Otto 5-h. p. engine in stone engine house. Good barley station. One competitor. If you want it for \$3,500 cash, write B. Scott, Box 2, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—35,000-bushel capacity gasoline elevator on Northwestern Road in central Iowa; good grain district; no feeding; crops promising big yield; lumber yard and coal business; splendid opening for anyone desiring to handle grain, coal and lumber. Address K. G., Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale; situated in New Holland, Pickaway County, Ohio, in fine agricultural district. Handled last season 200,000 bushels of grain, capacity 20,000 bushels. Located on Pennsylvania R. R. Population of New Holland, 1,500; good school and churches. Good reason for selling. Address McCrea & Vlerehome, New Holland, Ohio.

BRAND NEW 20,000-BU. ELEVATOR in southwestern Missouri for sale; just finished, up-to-date in every respect; doing a big business with good profit. A 25-horse power gasoline engine, one No. 6 Monitor Oat Clipper and Wheat Cleaner combined, one Acme Feed Mill, 3 sets of Monarch Scales. Fine hay crop and average wheat crop. Business established for 15 years. A snap. Price \$8,000.00. Other business to attend to. Will net the above price in one year. Good competition. Address L. P. J., Box 3, Care Grain Dealers Journal, Chicago, Ill.

CORN ELEVATOR in a good Ohio town for sale. No competition. A money maker and located in a good corn section. Will have a new twenty-horse power gasoline engine installed Sept. 1st. Will also sell a fine farm of 142½ acres, located one mile from town on good pike. Land all under cultivation; soil black and of good depth; thoroughly tilled and will grow all farm crops, including onions and potatoes. Good buildings including a 10,000-bu. onion storage. Will sell together or separately. Prices quoted on application to Cyrus McGuffey & Son, McGuffey, Ohio.

ELEVATOR AND LARGE MILL for sale at great sacrifice. Located at Elizabethport, N. J., near tidewater with two railroad sidings. Can be had for less than one-half its cost. Buildings are comparatively new; mill 32x53 feet; office and flour house 32x50; elevator 43x53 with 20 pockets and storage capacity for 100,000 bushels of grain. Adequate steam power, all connected; improved machinery for cleaning grain; steel mills for grinding feed; oat clippers and other improved machinery. Brick storehouse 69x100 with steam engine. For further particulars, write E. M. French, Plainfield, N. J.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS WANTED.

SEVERAL ELEVATORS wanted in Iowa and southern Minnesota. Write Julius Kunz, Wesley, Iowa.

ELEVATOR WANTED, to buy or lease in good grain country; Indiana or Ohio preferred. Address Box 157, Arcanum, Ohio.

GOOD ELEVATORS in South Dakota wanted. Will pay cash or rent one or two. Pay good rent. Address Dewald & Walter, Freeman, S. D.

WANTED TO BUY or lease good country elevator or will buy interest in same. Address A. N., Box 5, Care Grain Dealers Journal, Chicago, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR wanted in exchange for Illinois or Indiana lands. Have first class land. Illinois location preferred. Address J. F., Box 70, Alma, Ill.

WANT TO BUY elevator or interest in one, in eastern Kansas or Nebraska or southwestern Iowa. State price, competition, amount handled, etc. W. F. Peacock, Blue Rapids, Kan.

ELEVATOR wanted in exchange for improved Indiana farm, near South Bend; value \$7,000. Only good plant, handling at least 150 cars considered. Full particulars. Address Indiana, Box 4, Care Grain Dealers Journal, Chicago, Ill.

WILL PAY CASH for good elevator. Must handle at least 125,000 bushels, in town not less than 800 population. Give full description. Address R. J., Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in exchange for a choice section of land in Arkansas County, Ark. Don't want a cheap elevator, will pay difference if any or take difference. For particulars write F. S. Davis, Attica, Ind.

FOR EXCHANGE—My 320-acre improved farm in central Minnesota for two modernly equipped grain elevators in North Dakota. My farm is a good one with buildings, and surrounded by a splendid settlement; 120 miles west of Minneapolis on the Soo R. R. Address Mack, Box 5, Care Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

O. S. POTTER, TOLEDO, OHIO. Manufacturers' agent. Complete power plant equipment. Correspondence solicited.

## EMPLOYMENT AGENCY.

COMPETENT OFFICE AND ELEVATOR HELP furnished without charge. Correspondence solicited from employer and employe. S. A. Morawetz & Co., 407 Kasota Bldg., Minneapolis, Minn.

## GRAIN AND SEED FOR SALE.

CHOICE POPCORN, 2 cars for sale. Address J. J. Grosenbaugh, Nemaha, Ia.

WINTER TURF OATS and all varieties of Field Seeds for sale. Louisville Seed Co., 232 & 234 2nd St., Louisville, Ky.

WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED FOR SALE—All grades timothy; sixteen different grades redtop. We solicit inquiries from elevators. Shultz Seed Co., 702 Main St., O'neue, Ill.

## GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED—Prices quoted on car lots No. 2 ear corn, f. o. b. cars, Ohio points. J. E. Iseman, Fruitdale, Ohio.

WANTED—Two cars of White Rice, Shelled Popcorn. Send sample and quote. W. H. Small & Co., Evansville, Ind.

SEEDS WANTED—We solicit offerings of choice timothy seed from Iowa, Kansas and Missouri seed dealers, and redtop from any section. We make track bids on car lots. Shultz Seed Co., 702 Main St., Olney, Ill.

## MISCELLANEOUS FOR SALE.

SECOND-HAND BAGS of all kinds for grain, feed, etc., for sale. Wm. Ross & Co., 133 E. Kinzie St., Chicago, Ill.

CHEAP FOR CASH—Lots 3 and 4, block 5, Holway & Taylor's Adn. to Minneapolis. Address Yale Realty Co., Bank of Commerce Bldg., Minneapolis, Minn.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9x18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corlies; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

## PARTNERS WANTED.

PARTNER WANTED who has had experience in management of factory and can take active charge. Must put some cash into the business. Address E. T. W., Box 4, Care Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED for a running interest or, if wanted, a real interest in a small mill and grain business at the best grain station in Nebraska. This is a bonanza for the right man with \$1,500 to \$3,000 capital. Address F. A. Thiele, Adams, Neb.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

## MACHINES FOR SALE.

FOR SALE—One Talley Scroll Mill. Hull Roller Mill Co., Hull, Ia.

PORTABLE DUMP, White Patent, in good condition, for sale. Woodbury & Files, Muncie, Ind.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

BARLEY SEPARATORS, Printz & Rau make, one No. 1½ and one No. 2½, for sale. D. Rothschild Grain Co., Davenport, Ia.

GRAIN CLEANER, one second-hand Eureka for sale, in good condition, \$75 f. o. b. Havana, Ill., knocked down. McCadden & Co., Havana, Ill.

SPECIAL BARGAINS IN SEPARATORS AND CLIPPERS. Write for Circular No. 18, now ready. A. S. Garman & Sons, Akron, Ohio.

ONE EUREKA HORIZONTAL SCOURER, 70 bushels capacity, and one Monitor Scourer, small size, for sale. Sleepy Eye Milling Co., Sleepy Eye, Minn.

FOR SALE—One No. 1 Victor Sheller, one No. 1 Cornwall Cleaner and one 14-h. p. Charter Gasoline Engine. Horner Elevator & Mill Co., Lawrenceville, Ill.

THREE SEPARATORS, Barnard & Leas Dustless, 1882 pattern, for sale cheap. Want to make room for larger capacity separators. Address J. F. Harris & Co., Burlington, Iowa.

CORNWALL CORN Cleaner, No. 2, for sale; used only a few months; just as good as new in every respect; has been replaced by larger machine. Address Railsback Bros., Ashland, Neb.

BARGAIN NO. 1—One No. 1 Western latest improved Shaker Corn Cleaner; used three months, new. Can deliver it Nov. 1st, 1903, f. o. b., Lafayette, Ind. Price \$135.00. A. S. Garman & Sons, Akron, O.

ONE OHIO Grain and Seed Cleaner, number 26, for sale. Cost \$100.00 new, has been used one season; will sell for \$40.00. See description of mill in Grain Dealers Journal. S. E. Wainwright, Lenox, Ia.

TWO PIONEER PORTABLE Wagon Dumps and elevators for sale. Just the thing for small stations for dumping and loading grain into cars, bins or cribs. As good as new. Price \$75.00 each. Address J. W. Smith, Lamoni, Iowa.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS RAILROAD Track Scale, 60-ton, with registering beam, in good condition, for sale. D. Rothschild Grain Co., Davenport, Ia.



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

ENGINE and boiler, 12-h. p., for sale. Fred Voigt, West Salem, Ill.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

GASOLINE ENGINE, 6-h. p., for sale. Guaranteed to be in best order. \$100.00. S. A. Zapp, Emerson, Neb.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

GAS ENGINE, Fairbanks-Morse 22-h. p., for sale. Entirely new, never been used. W. H. Mullins, Salem, Ohio.

GASOLINE ENGINE, 20-h. p. Fairbanks-Morse, in good condition, for sale or will trade for 10-h. p. engine. G. F. Mather, Burdett, Kan.

GAS OR GASOLINE Engines, one 15 and one 20-h. p., for sale; in first class condition. Trees Mfg. Co., Greenfield, Ind.

GASOLINE AND STEAM engines for sale. A specialty of complete power plants. Wallace Machinery Co., Champaign, Ill.

FOR SALE—Second-hand Engines and Boilers, 8 to 150-h. p.; one 600-h. p. Corliss Engine, good as new. Address O. S. Potter, Toledo, O.

FOR SALE—One 13x16, 100-h. p. Atlas Center Crank Automatic Engine, with 66x12 wheels and sub-base. Address O. S. Potter, Toledo, O.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Rafner Elevator Works, Kansas City, Mo.

TWO STEAM ENGINES for sale. One a 40-h. p. boiler and the other 30-h. p., with 18 and 24-h. p. engines. Both in good order. E. M. Wayne, Delavan, Ill.

KEROSENE OIL engines, simple, safe, reliable. Do not increase insurance rates. Send for catalog. Int'l Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

FOR SALE—One 13x16, 100-h. p. Atlas Center Crank Automatic Engine, with 66x12 wheels and sub base; used for electrical purposes; in good order. Address O. S. Potter, Toledo, Ohio.

FOR SALE—1 15-h. p. horizontal steam engine in good condition; 1 25-h. p. boiler return flue, in good condition; 1 Lazier vertical gas engine, 3½-h. p., new. Newton A. Carroll, Jr., Attica, N. Y.

## ENGINES FOR SALE.

ENGINES for sale—One 30-h. p. Webster; one 25-h. p. Fairbanks-Morse; one 14-h. p. Otto; one 9-h. p. Otto; one 6-h. p. Fairbanks; one 22-h. p. Foos. A. H. McDonald, 36 W. Randolph St., Chicago.

GASOLINE ENGINE, eight-horse power, for sale at a bargain; almost good as new. Reason for selling, putting in electric motor. Write for particulars. Address A. A. Berry Seed Co., Clarinda, Ia.

GAS AND GASOLINE engines at special prices to introduce direct to customer; no agents wanted; highest award this country and Europe. Lazier Gas Engine Co., 520 Ellicott Square, Buffalo, N. Y.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

## MILLS FOR SALE.

MONEY-MAKING mill for sale; 40-bbl. flouring mill; gasoline power and first class equipment throughout. Good exchange business and plenty of wheat. Don't apply unless you mean business. J. L. Turner, Springfield, S. D.

CHANCE FOR GOOD INVESTMENT—Controlling interest in up-to-date mill for sale. Located in the banner wheat section of Oklahoma; all the wheat at the mill door; first class railroad facilities; doing a good business. Reasons for selling, lack of running capital. This is a rare opportunity. Address Woods, Box 5, Care Grain Dealers Journal, Chicago, Ill.

MILL FOR SALE—Three-story and basement, brick, 43 x 33. Five double set rolls. Three-story frame elevator joining, 33 x 33. Brick engine room 20 x 38. A 50 x 50 one-story grain house. No. 1 five-stall barn, corn crib joining mill. About three acres of land, with fine reservoir. Location good. Will sell very low. Terms reasonable to the right man. Address A. W. Songer, Kimmunity, Ill.

## SITUATIONS WANTED.

A MARRIED MAN of 15 years experience with grain and stock, would like a position. Address Lock Box 94, Hedrick, Iowa.

EXPERIENCED GRAIN MAN wishes position of manager of country elevator. Best of references. Address Iowa, Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by good, reliable party, as traveling representative for some good elevator concern. State wages. References furnished. Address Box 125, Jeromesville, O.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as agent in a good elevator, in western Minnesota or North Dakota; 7 years experience. Strong competition preferred. Address Box 234, Eagle Grove, Iowa.

POSITION WANTED by experienced man as solicitor or to take charge of outside office for Board of Trade firm. Address B. T., Box 5, Care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by a man of 15 years' experience in the grain business. Will buy grain on salary or joint account. Address F., Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

## HELP WANTED.

MAN WANTED to handle lumber, coal, grain, live stock and hardware in small town. The Edmonds-Londergan Co., Marcus, Ia.

A GOOD MAN wanted to take charge of an elevator with gasoline engine, and coal trade in connection. Wesley Elevator Co., Wesley, Iowa.

MAN WANTED to buy grain and hogs. Must have man who can speak German. Must be good at figures. The Edmonds-Londergan Co., Marcus, Ia.

ASSISTANT SUPERINTENDENT wanted in large grain elevator at Chicago. One familiar with oats and barley preferred. State salary expected. References required. Good pay to right party. Address Superintendent, Box 3, Care Grain Dealers Journal, Chicago, Illinois.

MAN WANTED—Sober, steady and competent man wanted to manage and run a pumping station and feed mill. Work light. Machinery nearly all new. Steam power used for emergencies. A 12-h. p. gasoline engine does the work. Wages \$40 to \$60 per month. Address J. R. Marsh, Cedar Vale, Kan.



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The members of the Grain Dealers National Asso. including the regular members, the honorary members and the affiliated members follow:

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Cleveland, O.—The Cleveland Grain Co., The Union Elevator Co.  
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Columbus, O.—P. R. Hynson, Jas. P. McAlister & Co., McCord & Kelley, The Columbus Grain & Elevator Co., The Seeds Grain Co., Tingley Bros. Co.  
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Decatur, Ill.—C. A. Burks, Dumont, Roberts & McCloud Co., Pratt & Co., Suffern, Hunt & Co.

Des Moines, Ia.—Des Moines Elevator Co., W. F. Morgan, M. T. Russell.  
Fostoria, O.—The Isaac Harter Co. (P. O. Toledo).  
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Greenville, O.—E. A. Grubbs Grain Co.  
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Philadelphia, Pa.—M. F. Baringer, Chapin & Co., E. L. Rogers & Co., A. Judson Stites, S. C. Woolman & Co., C. W. Wagar, Walton Bros.  
Petersburg, Va.—A. T. Nelms.  
Pittsburg, Pa.—R. D. Elwood & Co., C. A. Foster, Geidell & Co., R. S. McCague, D. G. Stewart.  
Rich Hill, Mo.—Flannagan Mills & Elevator Co.  
Richmond, Va.—Geo. T. King.  
Slaters, Mo.—J. E. Bridges.  
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St. Louis, Mo.—R. M. Adams, Annan, Burg & Co., Ballard, Messmore & Co., Daniel P. Byrne & Co., Calumet Grain

Com. Co., Connor Bros. & Co., Eaton, McClellan & Co., Funsten Bros. & Co., G. L. Graham & Co., John E. Hall Commission Co., W. B. Harrison Grain Co., Harry Hunter (with Chris. Sharp Commission Co.), Langenberg Bros. & Co., Martin J. Mullally (with John Mullally Commission Co.), Nanson Commission Co., O. A. Orvis (with Bartlett Com. Co.), Parrott-Day Co., Picker & Beardsley, Siemers & Chisholm, John Wahl Commission Co., John A. Warren & Co., P. P. Williams Grain Co., J. L. Wright Grain Co., Young & Fresch Grain Co.  
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Topeka, Kan.—The Taylor Grain Co.  
Tyrone, Pa.—John H. Miller.  
Vincennes, Ind.—R. J. Greenhow.  
Washington, D. C.—S. S. Daish & Sons, W. M. Galt & Co.  
West Chester, Pa.—James L. King.  
Winnipeg, Man.—Frank O. Fowler, Secretary Northwest Grain Dealers Association.

## HONORARY MEMBERS.

E. S. Greenleaf, ex-Pres., Jacksonville, Ill.  
W. T. McCray, ex-Pres., Kentland, Ind.  
B. A. Lockwood, ex-Pres., Des Moines, Charles S. Clark, ex-Sec., Chicago, Ill.

## AFFILIATED ASSOCIATIONS.

Ohio Grain Dealers Association, 350 members.  
Iowa Grain Dealers Association, 400 members.  
Texas Grain Dealers Association, 135 members.  
Illinois Grain Dealers Association, 669 members.  
Indiana Grain Dealers Association, 300 members.  
Kansas Grain Dealers Association, 260 members.  
South Minnesota and South Dakota Grain Dealers Association, 163 members.  
Grain Dealers Association of Oklahoma and Indian Territory, 125 members.  
Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, 160 members.  
Wisconsin Grain Shippers Association, 75 members.  
Michigan Grain Dealers Association, 75 members.  
North Dakota Grain Dealers Association, 50 members.  
Total affiliated membership, 2,762.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm

Capacity of Elevator

Post Office

bus.

State





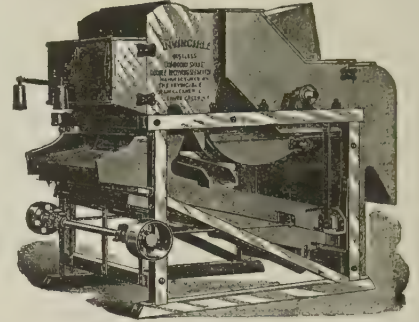
**PERFORATED METAL  
GRAIN CLEANERS**  
THE ROBERT AITCHISON PERFORATED METAL CO.  
305-305 DEARBORN ST. CHICAGO, ILL.



**COVER'S Dust Protectors.**  
Rubber Protectors, - - \$2.00  
Metal " - - 1.50  
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.  
**H. S. COVER**  
153 Paris St., South Bend, Ind.

## INVINCIBLE

Compound-Shake Dustless, Double  
**RECEIVING SEPARATOR**  
(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

**The Best Money Can Buy.**

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

**Invincible Grain Cleaner Company**

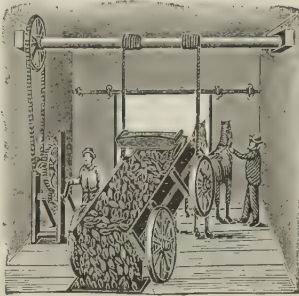
Invincible Works,

SILVER CREEK, - - - N. Y.

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Chas. H. Scott, Nicolet Hotel, Minneapolis, Minn.  
J. N. Bacon, Balchierne Block, Indianapolis, Ind.

## PHILIP SMITH, SIDNEY, OHIO.



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**Chain Drag Feeder, "Ohio" Sheller,  
Marquis Ear Corn Feeder,  
Improved Elevator Head and Self Cleaning Boot,  
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## THE MONITOR SCHOOL

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Some grain cleaning machinery is more efficient, economical and satisfactory in actual operation than others.

We claim that Monitor Grain Cleaning Machines will do your work in the most economical, efficient and satisfactory manner and we stand ready to demonstrate our claims by putting our machines in running order on your floors on a thirty days' trial.

Seeing is believing—you can't afford to take chances by buying in the blind. That's why you should not place an order elsewhere until you have seen the Monitor line, which includes *Monitor Elevator and Warehouse Separators, Scourers, Oat Clippers, Seed Cleaners, Flax Cleaners and Packers* for every purpose.

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## GRAIN DEALERS JOURNAL

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**CHARLES S. CLARK, Manager.**

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### Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of **Grain Dealers Exchange** cost 15 cents per line, each insertion.

### Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., SEPT. 10. 1903.

BUFFALO now has official weights everywhere; but St. Louis has not.

DEMAND Merchants' Exchange Weights when you ship to St. Louis or East St. Louis. Then you will know that the weights are right.

THE BROOM corn crop has been saved, so the broom corn speculators will have another opportunity to show how they can manipulate the price of the raw product.

PEANUT-SHELLS and coffee-hulls are said to be used quite extensively in New York for adulterating feed, and yet there are many tons of corn-cobs that go underground.

OATS dealers in some of the rainy sections are said to be installing clothes wringers as a substitute for clippers. A good drier might also prove a profitable investment.

SOME Nebraska elevators are refusing to accept wheat threshed out of shock. They rightly prefer that the farmers stack their grain and let it pass thru the sweat before threshing it.

IT has been maintained by the friends of arbitration that the amount of work to be handled thru this channel would quickly be reduced to a minimum, because the members of the trade would soon recognize the futility of demanding arbitration of cases which they knew to be wrong. Such has been the experience of

the Reference Committee of the Buffalo Board of Trade which has had nothing to do for several months.

DISBANDING the National Board of Trade, which for many years past has harvested a large crop of resolutions, will bring no grief or loss to any one, save its one paid officer.

DEALERS who engage in too many different lines of business invite the opposition of the merchants engaged in the other lines and frequently do their grain business more harm than good.

SHIPPERS will profit by demanding Board of Trade weights on grain shipped to Chicago and Merchants' Exchange weights on grain shipped to St. Louis. By so doing they will receive correct weights.

VIRGINIA'S new demurrage rules which are published in this number have many points to commend them to the consideration of grain shippers who have unwillingly put up with lop-sided rules promulgated and enforced by carriers.

THE FARMERS' Alliance of northern Minnesota has by formal resolution declared wheat to be too low, so all members will hold their wheat until January 1st. Prosperity seems to have robbed the farmers of that section of their judgment.

SOME of the farmers' elevator companies now understand that it is not necessary "to take truck and rot at the same price as grain," or at least that it is not profitable, but most of their stockholders will insist that such stuff is No. 2 as long as they occasionally win their contention.

RAINS in North Dakota recently are credited with a million dollars damage to the wheat crop of that state. If this annual waste of grain is ever to be reduced either farmers must provide plenty of tarpaulins or sheds or the grain dealers must equip their plants with up-to-date driers.

THE FARMERS TRUST has finally been formed in this city and higher prices for produce are sure to prevail, as the promoters propose to build grain elevators and cold storage warehouses in all parts of the country for holding the produce. Philanthropists! How very thankful the real farmers will be.

NO TRADE organization can afford to compromise with wrong, it must uphold right with unflinching resolution. It must champion fair means and honest methods if it is to promote the common interests of the members of the trade it seeks to represent. Its mission is to foster and encourage a high standard of business life and introduce reforms which will insure the business being conducted more economically. But if it is ever to attain marked success in raising the plane of

trade ethics, its active officers must be thoroughly imbued with the principles of equity and justice and have the courage and intelligent zeal to conduct their work according as their conscience dictates for the best interests of all.

NEW seed wheat is sadly needed by Nebraska farmers, so the grain dealers of the state are shipping in wheat of superior quality from Kansas and peddling it out to their patrons. Work of this character invariably results in profit to the farmer and gives the dealers more and better grain to ship.

INSURANCE RATES at Galveston, as well as at many other points, have not been advanced on elevator business as contemplated by the insurance managers. The reason is that the elevator owners have not felt compelled to accept the advance and of course the mutuals get the business if rates are advanced.

NEBRASKA grain inspection and Nebraska grades, according to our Nebraska correspondent, will soon be an actuality. It is not expected that the dealers of the state will use state inspection except when shipping grain to the interior or some point not having a public grain inspection department.

DEMANDING Merchants' Exchange Weights and refusing to accept other weights is one way shippers of grain to St. Louis can greatly improve their chance of getting correct weights. The Merchants' Exchange Weighing Bureau is interested only in the welfare of the St. Louis market, not in the earnings of any elevator.

SO MUCH export grain has gone forward via Montreal recently that the grain exporters of Baltimore and Philadelphia are somewhat alarmed by the prospect, and have very properly inaugurated a move to have their ports placed on a more favorable basis in hope of securing their old-time percentage of the export grain trade.

ANOTHER crop expert has come to the front. A St. Louis miller, who is the president of a large company, and of course has ample time to investigate the conditions in every section, is out with an estimate that makes the whole wheat yield of the United States only 690,755,000 bushels. He wants low prices pretty badly.

FREQUENT success of country grain buyers in collecting damages from farmers who fail or refuse to deliver grain sold should serve to encourage other farmers to deliver grain according to contract. The average farmer seems to fail to recognize the value of a written contract when the market advances and for years it was difficult to secure a jury which would recognize the grain dealers' right to expect and demand the fulfillment



of contracts made for grain. It has been our pleasure during recent months to publish notices of several cases where juries have granted the dealer the full amount of his claim against the defaulting farmer. It will pay you to watch our column of "Suits and Decisions" closely.

MINNESOTA'S Board of Grain Appeals has changed the fraseology of the rule governing the grading of No. 1 Northern, so as to provide first of all that it shall be "sound and well cleaned." If the percentage of dirt admissible were specified, no room would be left for a difference of opinion as to what constitutes well cleaned wheat.

SHORTAGE of receipts at terminal markets are accounted for in several ways other than the desire of the farmer to obtain a dollar a bushel. The season was late and much of the grain was wet while in the shock. Threshing has also been interfered with by recent rains. Again, the farmer is so prosperous he does not feel the necessity of rushing his grain to market in order to buy potatoes for supper.

STEALING from cars is not confined entirely to terminal markets. In our Kansas column this number will be found a report of the recent arrest of a man who was careless about cooperating the receptacle in which he conveyed grain from the cars. A small leak helped a detective to find the thief. It was discovered that the culprit had been stealing grain for some time and selling it to a nearby mill. More watchmen are needed for railroad yards.

THE NEW YORK COMMERCIAL, which covers all lines of business, credits the farmer with having forced the country elevator man and the grain commission man out of business. Its editor is so far away from the grain fields of the country that he is to be excused for not knowing better, but when a weekly paper located at Cincinnati republishes such rot we begin to think there are some things which cannot be learned from a pile of exchanges.

DIRTY GRAIN will not grade in any market. It is not pleasant for the receiver to handle it nor satisfactory to the shipper when it comes to reading over the account of sale. A little cleaning, if it be only blowing with a fan, will often raise the grade of oats and increase the net returns. The oats received from many sections this season are in such poor condition that it would seem possible for shippers to classify the good, the bad and the indifferent so as to get a much better price for some of their shipments.

CAR FAMINE is evidently one of the chronic troubles of the grain trade of Manitoba, where the railroad facilities seem to be even farther behind the needs of shippers than in this country, if such

a condition be possible. The report of Secy. Fowler of the Northwest Grain Dealers' Asso. and the different features of the law which he reviews all reflect the effort being made to secure shipping facilities for all. When it becomes easier for farmers to get cars they will not want them.

ALL FIRES of mysterious origin are not caused by incendiaries. Last week a fire was discovered early in the morning in a freight car near a grain elevator. However, by quick work, the burning car was removed so that no damage was done to the elevator. Traveling hoboes had turned the freight car into a wayside inn and built a fire on the floor to keep warm. But after the fire got a good start they were too lazy to try to extinguish it, so sought relief in flight. The hobo who loafs around a grain elevator should be arrested and locked up.

ADVANCING money to strange farmers for the purpose of binding contract to sell grain has proved very expensive this month to dealers in South Dakota and in Kansas. At Parker, S. D., two buyers were relieved of \$130 in about half an hour. In Kansas one dealer lost \$100. Advancing money to strange farmers has proved very expensive to many dealers before, but it seems that eagerness of would-be buyers when starting in on a new crop robs them of all caution. Look out for the stranger with grain to sell and a longing for money.

SMALL capacity cars and light-weight oats, together with the unreasonable loading rules of some carriers, are causing shippers considerable grief. The carriers prefer and insist on charging for the minimum load specified by rule whether the car was capable of transporting that amount of grain or not. Shippers can avert some of this trouble where cars are loaded to full capacity by insisting that local railroad agent examine car and note on B/L that "Car is loaded to full visible capacity." Then the receiver will be able to avoid paying freight on a lot of grain that was not shipped.

NASHVILLE has recently come forward with additional evidence in support of our contention that the grain trade organizations are raising the business to a higher plane. Seeking to promote the grain business of their city and to protect all interested in it from unfair dealing the grain dealers of Nashville have organized "The Grain Dealers Assn. of Nashville." The object according to their constitution and by-laws is "to encourage and cultivate harmony, and to establish the justly high standard upon which the grain business of Nashville should be conducted. The adoption of such methods of transacting the grain business, based upon sound principles whereby the inter-

ests of all concerned may be best served, and to establish rules and regulations whereby grievances and differences may be promptly, fairly and equitably adjusted." Commendable indeed is the effort, and the organizers have the best wishes of the entire trade for their success.

LOADING cars in excess of capacity is likely to result in a shortage every time. When a car is loaded to nearly double its capacity a heavy loss is almost inevitable and a wreck is probable. On Aug. 25, 1903, there was received at the Mabbitt Eltr., Chicago, C. & A. car 14,020 loaded with 67,040 pounds of corn. Inasmuch as the car was marked, "Capacity 40,000 pounds," it is not surprising that it arrived at elevator leaking at end of car on account of end sheathing being spread and bulged. Such carelessness in loading very seldom admits of a profit being realized on a shipment.

GREAT BRITAIN'S Colonial Secretary has not yet convinced the people that his protective tariff policy is just the thing for the country but he has given out a proposition which provides for a duty of about 75 cents a quarter on wheat and a heavier duty on flour imported. Inasmuch as British wheat growers have been discouraged in increasing their acreage, notwithstanding the fairly high prices ruling during some recent years, we doubt very much if a duty of even a dollar per quarter would result in a large increase in the amount of wheat produced in Great Britain. Unless the duty does have that effect the British public will pay the tariff.

THE ST. LOUIS bridge monopoly and the high rates for transferring is very likely to be terminated by an action recently brot by the Secretary of War, who has served the St. Louis Terminal Assn. with notice to show cause why the government should not declare the bridge charter forfeited. The charter for the Merchants' Bridge was granted by the national government for the express purpose of giving the shipping public relief from the greed of the Ead's bridge monopoly. The Attorney General of Missouri is also out with a long pole after what he is disposed to call a conspiracy to control the arteries of trade at St. Louis. Success to both of them.

LAST THURSDAY an international conference of grain importers was held at Brussels, the purpose being to formulate some agreement against buying American grain on certificates issued by American inspectors. It seems that the promoters of the meeting were disposed to prefer to buy by sample. If by such a scheme they ever succeed in reducing the business to a satisfactory basis, they may do away with the official inspection, but the success of the scheme is hardly possible. When the grading of grain is



reduced to an exact science and the rules admit of a specified percentage of moisture and foreign matter, the foreign buyers will be able to contract for and get what they want. Indefinite rules and grading by guess has not and never can prove entirely satisfactory. \*

**PROMOTERS** of several different farmers' co-operative assns. met in Chicago again this week and took steps to organize a \$100,000,000.00 hot-air company. Of course they propose to bull the price on everything that the farmer has to sell and bear the market on what he has to buy. The move is an impractical scheme which can hurt no one but the suckers who bite. The promoters are working for themselves, not for the farmers, and, of course, must make a living some way. Dollar wheat is the cry all along the line and some of the co-operative assn. promoters are foolish enough to think that by talking and predicting such a price the market will immediately advance. The idea of three weak organizations, which in themselves have no strength, forming a larger organization in order to obtain strength is really funny. When they all fall in a heap they will not raise enuf dust to attract the attention of passing pedestrians. It is to be regretted that the Farmers' Co-operative Warehousing Company of Buffalo was not properly represented at the meeting, because, with its \$300,000,000.00 capital, it could readily have absorbed all the other companies and still have stock left to sell to others looking for a safe investment.

**MILWAUKEE'S** effort to organize a National Grain Shippers Protective Assn. seems likely to end as every similar move shud end—in turning all such work over to the Grain Dealers National Assn. This organization now has a membership of nearly 3,000 dealers and a secretary with time and desire to promote the interests of members. If the National Assn. has not taken up the work intended for the various shippers' associations and clubs formed or attempted in the central markets during recent months, then the promoters of these new associations are themselves to blame. The constitution and by-laws of the G. D. N. A. are broad enuf to permit it to undertake any work intended to promote or foster the common interests of the grain trade. Not only does it aim to protect members from tricksters who habitually default on contracts, but requires all such to arbitrate their difference or suffer expulsion and publication to the entire trade. The National Association has the machinery, the prestige, the influence of numbers and the desire to help the shippers of the central markets, but unless they seek its help they will never get it. The National Association has exerted a potent influence during recent years for the elevation of the trade and the improvement of ways and means of carrying on the grain trade, yet it has but just begun its work. The ethics of the entire trade have been raised to a higher level. By organizing independent shippers' associations the shippers will certainly reduce the regular membership while by joining with it and pointing out and diminish the influence of the National, what is needed to relieve their business they can help it in all its work and quickest obtain relief for their own business. It is time they ceased organizing independent organizations and climbed into the band wagon.

## Asked— Answered

### TO TEST TIMOTHY FOR DIRT?

Grain Dealers Journal: Can the readers of the Journal tell us thru its columns where we can get some kind of apparatus for determining readily the percentage of dirt in timothy seed so as to be able to know the number of pounds to deduct when buying seed on the basis of its being clean?—Savage Bros., Adair, Ia.

Ans.: A seed tester may be obtained of any of the supply houses.

### PLAN OF COB BURNER?

Grain Dealers Journal: I would like to have the address of some Illinois grain buyer who has a successful cob pit for burning his surplus cobs. I want to build one out of brick, but have no plans to go by.—M. A. Current, State Line, Ind.

Ans.: The plans and full description of a very good cob burner designed and used by E. R. Ulrich & Sons, Springfield, were published in the Grain Dealers Journal for July 10, 1900, page 16.

### TO KILL WEEVIL IN ELEVATOR?

Grain Dealers Journal: What is the best thing to use to kill weevil in an elevator?—M. B.

Ans.: Bisulfide of carbon, which can be obtained in quantity of any wholesale druggist, is used effectively for weevil. The bins are to be made as nearly airtight as practicable, to retain the vapor of the bisulfide, which rapidly evaporates when poured on top of the grain. The vapor is heavy and sinks down thru the grain and kills the weevil. The grain is not harmed. Since the vapor is inflammable and suffocating no light or fire can be permitted about the elevator, nor can anyone enter the house until thoroughly aired. Use 1½ pounds of bisulfide for each ton of grain.

### IS BANK OWNER OF SHIPMENT?

Grain Dealers Journal: In reply to C. A. Burks in the Journal of July 10 on the question of whether, when bank has accepted discounted grain paper, they become the owner and presumably the guarantor of the condition and quantity of the shipments or not, I would say the banks in this section of the country stamp their drafts and Bs/L with a clause to this effect: "This bank does not by purchasing this B/L, or otherwise, guarantee either the quantity, quality or delivery of the property covered by the B/L and will not be responsible to any one paying the draft attached for any representation, contract or conduct of any other party."

This clause covers any bank's liability on strictly grain shipment, but supposing that the consignor should, under certain conditions, ship a carload of brick, stone or dirt billed as wheat, and the receiving house should take up the draft, whether or not the bank would not become responsible to a certain extent for such payments primarily, the railroad company would be the responsible party, issuing B/L for something that it did not have loaded. The chances are that the only re-

course of the bank would be to recover from the railway company.

The question submitted is one that is of continuous interest to the grain fraternity. The receiving house paying drafts is always wondering how much actual, negotiable, legal, collateral the Bs/L attached represent. If we come down to a technical point, it seems as if when a bank has accepted and purchased a B/L it should know, or should have some means of judging whether or not that B/L represents actual collateral or not.

The only fair conclusion is to try and persuade the banks to investigate more closely the standing, responsibility, and general reputation of the various grain shippers with whom they deal and that those who are really responsible and possess what they represent to have, should receive proper consideration. This would have a tendency to eliminate the scalpers and peddlers who continually menace the peace of reputable dealers. Very truly yours, Wm. S. Washer, Secy.-Treas. S. R. Washer Grain Co., Atchison, Kan.

### TO FIND HORSE POWER?

Grain Dealers Journal: How can I find the power of a gasoline and a steam engine?—Gerhard Doepeke, Wanda, Minn.

Ans.: Indicated horse power.—The power of an engine is the product of the mean pressure acting upon the piston throughout its stroke, the area of the piston, and the piston speed. Rule.—Multiply the area of the piston in inches by the mean pressure per square inch, and by the piston speed in feet, per minute; divide the product by 33,000, the quotient is the indicated horse power.

In single cylinder non-condensing steam engines the pressure is about 5 pounds below boiler pressure, and the mean pressure will be 27 lbs. when the stroke begins with 60 lbs.; 31 with 80; 35 with 100 and 39 with 120 lbs.

In gasoline engines (4 cycle) the approximate mean pressure is from 70 to 95 lbs., the engine having a compression of 30 to 70 lbs. per square inch. As a gas engine is single acting take the working end only and if 4-cycle (an explosion every second stroke) use only the working strokes in the calculations.

Brake horse power.—The indicated power of an engine is the power expended by the steam in driving the piston; and the power available for external work can not be known unless the friction of the engine itself is known. A bad engine with great friction may absorb much of the indicated power merely to turn itself around.

The engine friction brake is an instrument for measuring the power which an engine can give off for external work. The form of brake commonly used in the shops of Fairbanks, Morse & Co. consists of wooden blocks screwed to a light strap hoop-iron or steel. It is best applied to a flywheel, and should be screwed together with a spring under the nut, so as to give a graduated pressure. Weights are hung from the hook, and the motion is checked by stops or chain. It should be well lubricated, and the wheel should be quite smooth. A brake on a 6-ft. diameter flywheel of 5-in. face, at 150 revolutions per minute, easily absorbs 30-h. p., and can be kept running for ten hours continuously without undue heating. The brake power is thus obtained. Rule.—Multiply the circumference of the brake circle in feet by the number of revolutions per minute, and by the suspended weight in pounds, divide by 33,000.



## Letters From Dealers

### A COMPLIMENT FOR THE ARBITRATION COMMITTEE.

Grain Dealers Journal: In my opinion, the Grain Dealers National Association has been greatly dignified by the very able decisions of the Arbitration Committee. The cases submitted have been numerous, and in many instances exceedingly intricate and requiring a keen discernment of law, custom and equity. The committee has been equal to the task, and its awards should take high rank with all the decisions in the annals of jurisprudence.

A conspicuous member of that committee is J. A. King, Nevada, Ia. Further dignity can be added to the association by electing Mr. King president for the coming year, and I put him in nomination for that important office.—R. S. Young, St. Louis.

### A HOMILY BASED ON RECENT EXPERIENCES IN ILLINOIS.

Grain Dealers Journal: I wish to remark that there was never but one man on earth I wud have trusted to buy grain for me on commission, and he was crucified nearly nineteen hundred years ago for telling the truth and warning people to flee from the wrath to come; just as I am doing by writing letters to the various sets of directors thruout the state, nine-tenths of whom do not know that it is like dynamite—dangerous for the unsophisticated.

Verily the farmer is queer: He says he and Deceit are strangers and Truth is his handmaiden, and lo! he fractures twenty-seven of the said handmaiden's ribs when he stateth the condition of his grain. He saith it hath been under cover since the October moon and when no stick of timber is found above it, saith the blue dome of Heaven was the cover referred to and that he hath committed no sin.

He selleth, the market goes up, and his crop shrinks like stocks in a panic. It goes down before his contract is up, and lo, his fields yield ninety-seven bushels per acre, and his neighbors' cribs are empty. He hath forgotten to abhor combinations and hath conspired with his neighbor to follow David Harum's new golden rule.

If his neighbor, who raiseth grain in competition with him, treats him not with sociability and loaneth not his hay rake, he setteth the said neighbor down as a son-of-a-gun; but if he seeth two grain men exchanging civilities, or one lendeth the other a scoop shovel, he thinketh there is a plot to rob him and goeth straight-away and organizes a company of his own, of which he becometh director. He then boasteth of the dignity and responsibility his neighbors have thrust upon him, but later when he findeth the company's assets to be thirty cents, with liabilities of three thousand dollars, he offereth the said dignity and responsibility for sale cheap, and findeth no buyers in the market. Then he hireth an able bodied citizen to kick him for not knowing it was loaded and campeth on the trail of the manager who lost the funds,

while the outsider who got too much for his grain saith, "Verity, I have skinned the cream off the milk jar and left the whey thereof to others."

The farmer hath planned the death of old companies; his own is a corpse, and the neighbors refuseth to help pay funeral expenses. Such is life.—Cox.

### PICRIC ACID IN GASOLINE.

Grain Dealers Journal: In the Journal of July 10th and 25th were items about the mixing of picric acid with gasoline to give it more explosive power, and upon the assumption that it does not add more to the fire hazard of the property, under the plea that it is not more hazardous than the gasoline. The article published in issue of Aug. 10 on "Read Your Policy" is always timely because of the too common impression that the property-owner can introduce unusual and unnecessary hazards without any effect on his insurance. He learns differently only after a loss has occurred.

While insurance companies will have to adapt their business to any necessary changes and processes of manufacture and power production, they never can get away from having to charge risks according to the hazard contained in them. In elevators, this applies, today, to gasoline and exactly according to the way the hazard is handled.

It is now an open question if the hazard of elevators and the rates charged are not already great enough.

A competent authority states the following regarding picric acid: This explodes at 600° Fahr., and is highly dangerous when water or steam is dashed on it. Its salts form in combinations, various powerful explosives, much exceeding gunpowder in force. Commercial picric acid melts at about 246° Fahr. Explosive mixtures containing picric acid, with nitrates or chlorates, are of very suspicious chemical stability, as the acid is greedy, and tends to form picrates, displacing the chloric or nitric acids especially, in presence of moisture. Picric acid, on explosion, gives out exceedingly poisonous fumes.

Anyone can find in a standard policy, lines 22 to 28, inclusive, why this high explosive cannot be stored or used on the premises without jeopardizing the insurance. This product can be used the same as dynamite is, by those conversant with the hazard; but when handled by every Tom, Dick and Harry, with vague ideas of its properties, damage is going to result. If the insurance company is not liable, the property-owner will have to stand the consequences. If the insurance company is liable, then the rates will be raised to distribute the additional hazard on the elevator premiums. However, it would seem that elevators already, with the dust and gasoline, had enough of the features of a powder mill, without adding more. It is reported that the experiments so far have not determined whether the product of mixed gasoline and picric acid is more volatile than gasoline only, but it certainly adds to the explosive effect in event of trouble. If there is any intention to store or do mixing on the premises, there is no question about having an effect upon the insurance contract.

The writer has no authority to say what insurance companies will do regarding this explosive when brought to their attention, either before or after a loss. It will be passed on lightly by some underwriters ignorant of the subject, but there

is no safety to the property-owner except to get his insurance companies' written permission to use and keep on hand picric acid.—C. A. McCotter, Sec. Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.

### A CORRECTION.

Grain Dealers Journal: I notice in the Journal of Aug. 10th, under the heading of "New Orleans Letter," a paragraph which reads as follows:

"During the fiscal year just over, the grain inspection department of the Maritime Exchange did a large business, particularly through the first part of the year. Lately it has, to a great extent, lost its hold upon the trade, and is now confining itself more than ever to strictly maritime interests."

Whoever your informant may be, he is either entirely ignorant of the subject he writes about, or, he has deliberately falsified the facts.

This statement is positively untrue, as this exchange continues to handle 90 per cent of the grain business passing through this port. In order to substantiate this, I give some figures.

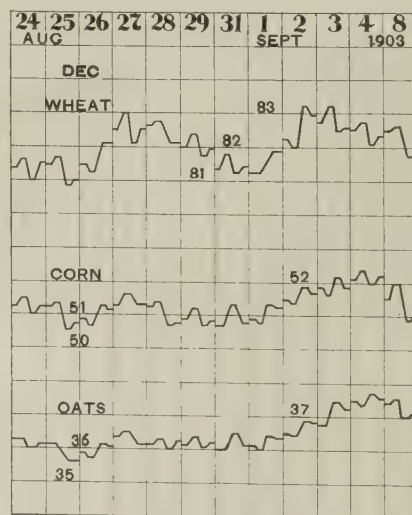
From July 1st, 1902, to June 30th, 1903, out of a grand total 26,974 cars of grain, 25,369 were inspected by the Maritime & Merchants' Exchange, the balance being inspected by the Board of Trade.

Again, from July 1st, 1903, to Aug. 20th, 1903, out of 880 cars, 791 cars were inspected by this exchange, leaving 89 cars inspected by the Board of Trade.

This clearly shows which exchange is handling the inspection of the grain movement of this port, and places this exchange in the proper light before the readers of the Journal.—H. S. Herring, Secy. Maritime & Merchants Exchange, New Orleans, La.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Sept. 9 are given on the chart herewith.



A skunk had taken up quarters in the boot of the McLaughlin Elevator Co.'s house at Bracket, N. D., unknown to Agent George Holmes, and was elevated and discharged thru the shipping spout when George started to load a car. Then the odorous animal made its presence known, greatly to George's disgust.



## Plan of 50,000-Bu. Texas Elevator.

The grain handling facilities of Texas dealers are undergoing steady improvement and in the course of a few years will no doubt be equal to the standards of the northern states. One of the most substantial additions to the state's list of elevators during the past few years is the plant recently completed at Gainesville for The Richardson Co.

This plant has special-equipment for shelling and cleaning corn in transit, the corn handling department forming an annex to the engine and boiler house, as shown in the plans reproduced herewith.

Both sides of the elevator have a track on which grain can be received or loaded. Over one track is a series of bins, and over the other a shed roof. The track under the bins is served by two stands of elevators in the main building, while the track on the opposite side has one stand in the main building and a short leg in the corn department.

The building is 60x43 ft., and 110 ft. high from top of rails to ridge of roof. Only 31 ft. of the height, between the ground floor and the three upper floors, is occupied by the bins, of which there are 15, having 50,000 bus. capacity.

The engine room and shelling plant is 29x46, containing two 100-h. p. boilers, a 175-h. p. steam engine, sheller, cleaner,

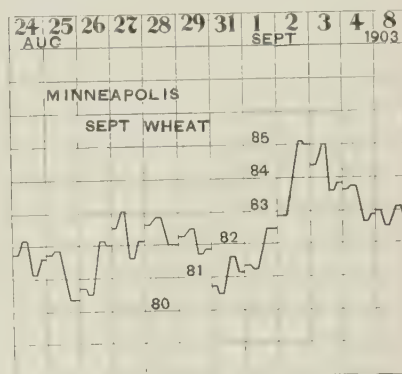
steam shovel, receiving sink, stand of elevators, and a conveyor taking the cobs in one direction to boiler furnace and the shelled corn in the opposite direction to elevator. Handling the corn in this manner creates no especial fire hazard, since the engine house is of brick and the stack 80 ft. high.

In the main building are 3 garners with quadruple hoppers bottoms; 3 1,400-bu. scales, power shovels, car puller, cleaner and oat clipper. The transmission from the engine is by shaft 8½ in. in diameter, diminishing to 4 15-16 in. in main building. The drive to shaft in the middle of the first floor and to cupola countershaft is by 1¼-in. rope.

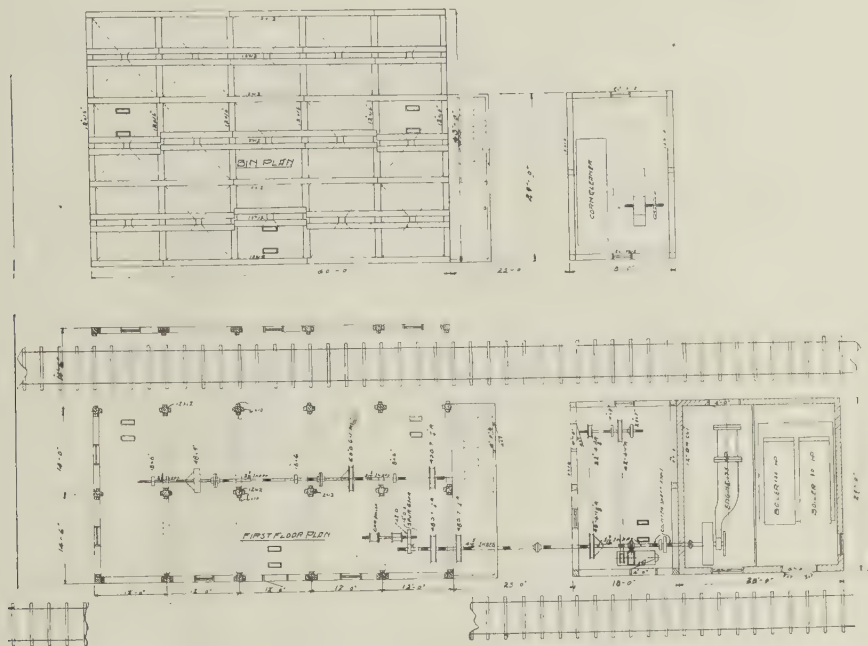
The plant was designed and built by The Seckner Co., engineers, Chicago.

## Minneapolis September Wheat.

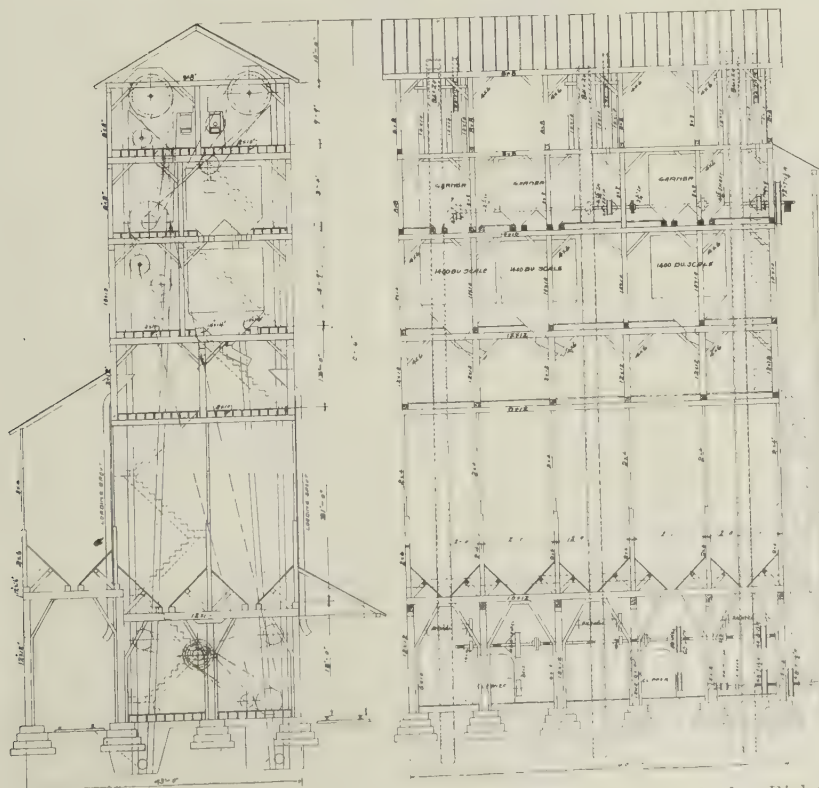
The opening, high, low and closing quotations on wheat for the September delivery on the Minneapolis Chamber of Commerce for 2 weeks prior to Sept. 9 are given on the chart herewith:



The Odessa Bourse, which died some years ago, has been reopened as a grain exchange.



First Floor and Bin Plans of 50,000-bu. Elevator.



End and Side Sectional Elevations of 50,000-bu. Elevator of the Richardson Co., at Gainesville, Tex.



## Meeting of Northwest Grain Dealers.

The fourth annual meeting of the Northwest Grain Dealers Assn. was held Aug. 26 in the board room of the Winnipeg Grain Exchange.

Pres. John Love addressed the meeting. He spoke of the events leading to the change in the date of the annual meeting to a month later than was expected. He reported the Assn. in very good condition. The increase in membership this year has been about 40, bringing the total up to 103 firms, controlling 762 elevators; and felt sure that the number of elevators in the Assn. would be increased by the end of the year to 800.

Mr. Love spoke of the gasoline contracts and the amendments to the Grain Act. He said it had been decided that the bonding of buyers should be given to the London Guarantee & Insurance Co., as hitherto, the company having offered a greatly reduced rate.

Tho every effort was made to have the terminal insurance clause of the Grain Act remain intact, as recommended by the assn., it had been dropped out. Nevertheless the insurance matter was an important one, and would be kept in view in the future.

In the matter of car distribution the elevator men were not given the recognition in the Grain Act to which they were entitled. The Assn. could not overlook the fact that they had been unjustly dealt with. Whatever large amount of wheat the elevators had to ship there were no facilities given them to do so any more than the farmer who has one car load on his hands. How the trade could work under such circumstances the president could not say. The Northwest Grain Dealers Assn. had recommended that 50 per cent of the cars on hand should at least be given to them.

Mr. Love commended the work done at Ottawa by Secy. Frank O. Fowler, who read the following report:

### SECRETARY'S REPORT.

The Manitoba Grain Act, as passed, affected injuriously the whole trade and especially those who purchased the grain in the country. A meeting had been held in January of this year for the purpose of meeting the Minister of the Interior and discussing with him the disadvantages under which the trade were operating. A deputation of the Grain Growers' Assn. went to Ottawa to urge what they thought was in their interests and an invitation was extended by the department of trade and commerce for them to be represented at Ottawa, and the secretary undertook the mission.

The amendments to the Act are:

Sub-section 2 of clause 3 gives the governor-in-council power to appoint two or more officers as deputy warehouse commissioners.

Section 4 of the amendments is for the purpose of requiring track buyers to take out a license and give bonds before doing business.

Section 5 provides for an amendment to section 10 of the Grain Act, and provides that all weighmasters and their assistants shall, in addition to keeping a record of the weights of each car, that they shall keep a record of the cars that are leaking or in bad order.

Section 6 of the amendments provides for a change in the time in which the terminal warehouseman is to make his report to the warehouse commissioner. This was considered necessary in order to enable some official statement to be sent to the Chicago Board of Trade and New York Exchange of the amount of grain in store at terminals at the end of each week.

Section 7, sub-section 2, is added to section 29 of the said act, and provides that where there is a dispute as to a site for the erection of an elevator, such dispute

shall be referred to the warehouse commissioner.

Section 9 of the amendment is a provision to sub-section 1 of section 24 of the Grain Act, and gives elevator owners permission to close up their elevators, and reads as follows: Nothing in this section shall be construed to require the receipt of any kind of grain into an elevator in which there is not sufficient room to accommodate or store it properly, or in cases where such elevators are necessarily closed.

Section 10 is an amendment doing away with the seven days' notice of cancellation of storage charges, and provides now that the owners of grain in an elevator shall pay storage until cars are furnished, and it also provides that the grain shall be shipped within twenty-four hours after cars are furnished, instead of the word "delivered," as it originally was in the act.

Section 11 is a further amendment to section 34, and provides that any person

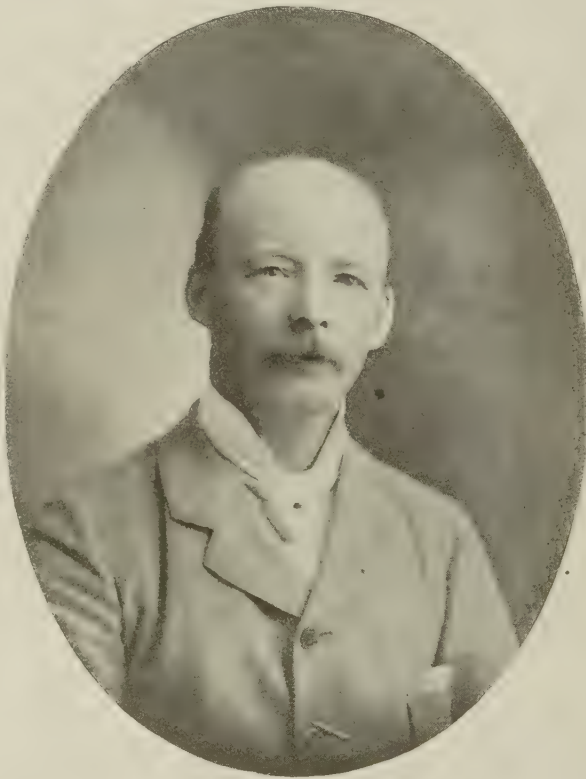
forms between the last day of November and the first day of May the following year. There is also provision made that on the order of the commissioner the railway company will have to enlarge any platforms already constructed.

Sub-section 6 of this section provides that railway companies shall furnish cars for loading at such platforms or elsewhere at a convenient place on the siding when so desired by the applicant.

Section 17 is a provision affecting commission merchants, and provides that within twenty-four hours after he has sold grain consigned to him on commission that he shall render a true statement to the consignor and makes provision that in case of dispute between consignor and consignee the warehouse commissioner shall arbitrate and the evidence taken by him to be used in the course of law.

The following sections are added to the said act:

"58. At each station where there is a railway agent, and where grain is shipped



John Love, Pres. Northwest Grain Dealers Assn.

having grain stored or binned in an elevator can order cars to that elevator for its shipment, and such grain shall be shipped within twenty-four hours after the cars are furnished. There is a further amendment to this section which reads as follows: But this section shall not be held to limit the rights of any applicant, whether such applicant has or has not grain stored or binned as above stated.

Section 12 is an amendment to section 35 of the Grain Act, and provides where stored grain is heating or going out of condition in the country elevator that the one month's notice to the owner be changed to ten days' notice, and that notification be sent to the owner of such grain when known instead of when possible, as it is now in the act.

Section 14 provides for an amendment to section 41 of the Act and affects the erection of flat warehouses, and is much the same as it was in the 1902 amendments.

Section 15 provides that any person, firm, or corporation securing a site for an elevator or flat warehouse shall commence erection of elevator or flat warehouse within sixty days after the site has been located.

Section 16 is a provision for the erection of loading platforms. The whole clause and sub-sections briefly provide that on the application of ten farmers residing within twenty miles of a railway station, the railway company is to erect a loading platform. The railway company shall not be compelled to erect any loading plat-

under said agent, an order book for cars shall be kept for each shipping point under such agent, open to the public, in which applicants for cars shall make order.

"2. Applicants may make order according to their requirements, and where an applicant requires two or more cars he shall make two or more applications, as the case may be.

"3. Cars so ordered shall be awarded to applicants according to the order in time in which such orders appear in the order book, without discrimination between elevators, flat warehouse, loading platform or otherwise.

"4. Any applicant who fails to load a car so ordered by him within twenty-four hours from the time the car is furnished by the railway company, shall lose his right so far as concerns that car; and the railway agent shall thereupon cancel the order, by writing the word 'cancelled' in the remarks column of the car order book, and award the car to the next applicant entitled to it. If the applicant fails or is unable to commence loading the car awarded to him within twenty-four hours specified herein, he shall, personally or by agent duly appointed, in writing, so notify the railway agent in writing, who shall thereupon cancel the order in like manner as aforesaid, and award the car to the next applicant entitled to it. Any applicant who fails to notify the agent as herein directed shall pay car rental at the rate of twenty-five cents per hour for



each hour that the car is held for him by the railway agent, and the railway company may decline to furnish further cars to such applicant until such car rental is paid to the railway agent.

"5. Provided always that nothing in this Act shall be construed to permit any applicant to transfer or sell his right to any car, and any applicant so doing shall be guilty of an offence under this Act, punishable, upon summary conviction, before a justice of the peace, by a fine of not less than twenty-five dollars, and not more than one hundred dollars; and any person who, contrary to the provisions of this Act, obtains the placing of a name on the order book as an applicant, shall be guilty of an offence, punishable, upon summary conviction before a justice of the peace, by a fine of not less than twenty-five dollars, and not more than one hundred dollars.

"6. Provided, further, that each person to whom a car has been allotted under the foregoing provisions shall, before commencing to load it, notify the railway agent of its proposed destination.

"7. A car shall not be considered to be furnished or supplied until it is placed for loading as directed in the application in the car order book.

"8. No cancellation of a car order shall be lawful unless made in the manner mentioned in this section.

"9. Car orders shall be signed in the order book by the applicant or his agent duly appointed in writing, and such agent's authority shall be deposited with the railway agent; and each car order shall be consecutively numbered in the order book by the railway agent.

"10. The railway agent shall at the time a car is ordered duly enter in the order book the date and time the application is made, the applicant's name and where the car is to be placed, and shall give the applicant its consecutive number. When the car has been furnished, he shall enter in the order book the date and time the car was furnished, and the car number, and, when loaded, the date of such loading and the destination of the car.

"11. The railway agent shall put up daily in a conspicuous place a written notice giving the date of application and name of each applicant to whom he has awarded cars for the loading of grain during each day, also the car numbers so awarded respectively, which notice shall be signed by the agent.

"12. The form of car order book authorized by the Commissioners, and no other, shall be used at every railway station in the Manitoba Grain Inspection District, and the use of any other form shall constitute an offence under this Act. The railway company shall supply every agent where grain is to be shipped with the authorized form of car order book.

"13. An applicant may order the cars awarded to him to be spotted or placed by the railway company at any elevator, or at any flat warehouse, or at the loading platform, or elsewhere, subject to the provisions of this Act; and the railway company shall so spot or place cars as ordered by applicants.

"59. If there is failure at any shipping point to fill all car orders as aforesaid, then the following order of distribution shall be observed: Beginning at the top of the list in the order book and proceeding downwards to the last name entered on the list, each applicant shall receive one car, as quickly as cars can be supplied; then beginning at the top of the list of unfilled orders and proceeding downwards again to the bottom of the list, giving each person whose name appears on the order book as having unfilled orders one car; and the above method, beginning at the top of the list of unfilled orders and proceeding downwards to the last name entered on the list, shall be followed until all orders have been filled; provided always that no applicant shall receive more than one car in any one round."

Section 61 provides that the provision of this act shall not apply to the shipment of grain which is consigned to a point west of the boundary between British Columbia and the Northwest Territories.

Section 62 provides for the licensing and bonding of track buyers.

Section 22 provides for the change in the storage receipts, striking out the seven days' cancellation of storage clause.

**CROP REPORT.**—On August 1 of last year a crop report was issued estimating the yield of about 62,000,000 bus. of wheat. In a report issued on the 14th of October this was increased to 64,284,000. This es-

timate has proven to be substantially correct, as the situation of the wheat crop of last year on August 20 was as follows: There had been shipped out by the railways, that is, shipped to Winnipeg, the east, and other points outside of Manitoba, 50,849,530 bus.; there was in store at country points on Saturday last 492,700 bus., making in all 51,342,230 bus. Allowing 6,000,000 bus. for seed, and 7,000,000 bus. for feed and country mills, or 13,000,000 bus. added to this would make a total crop of 64,342,23 bus., against my report of 64,284,000 bus.

The best method of getting out this year's crop was discussed. Association work also came in for consideration.

The following were elected officers for the ensuing year: Pres., John Love; vice pres., W. W. McMillan; directors, J. H. McConnell of Hamiota; J. Sharp of Moosomin; G. B. Murphy of Carberry, and C. F. Travis of Elkhorn; executive committee, John Love, W. W. McMillan, C. P. Clark, F. Phillips, W. H. McWilliams and Alex. Reid.

Among those present were: John Love, W. W. McMillan, J. Wright, F. Phillips, McLaughlin & Ellis, T. H. Braun, Chas. Aime (Emerson), R. G. Noble (Oxbow), T. S. Morton (Gladstone), A. McMichael, W. J. Bettingen, W. H. McWilliams, Geo. Pocock (Emerson), Wilson Bros. (Arden), J. J. McHugh, S. P. Clark, J. F. Fleming, John C. Gage, T. H. Hatchart, T. M. Banting, F. Chopin (Hartney), J. Scott (Hartney), Rogers Bros. (MacGregor), George Harrison (Holmfild), T. S. Metcalf, T. H. Wood (Somerset).

## Against Federal Inspection.

John O. Foering, Pres. of the Chief Grain Inspectors' Nat'l Asso., has addressed a letter to the Commercial Exchanges and the Warehouse Commissions having control of the inspection of grain, from which we take the following:

You have no doubt been advised that a bill was introduced in the last session of Congress, which provided for the placing of the control of the inspection and grading of grain in the different markets of the United States under the control of the National Government.

You have also been advised of the formation about two years ago of the Chief Grain Inspectors' National Association, the objects of which were declared to be the bringing about a more uniform classification of grain in the different markets of the United States, and a uniform phraseology of the rules under which they work.

The justification of the endeavor of the Government to control the inspection of grain lies in the fact that the present rules are not uniform, that they are interpreted differently by the inspectors in the different markets, causing confusion and misunderstandings in the trade generally, and particularly to the foreign buyers.

The endeavors of the Chief Grain Inspectors' National Association have been put forth to apply a remedy, none realizing more the need of uniformity than the Inspectors themselves. The Inspectors have done considerable work along this line, but so far have had very little support from those controlling the Inspection Departments.

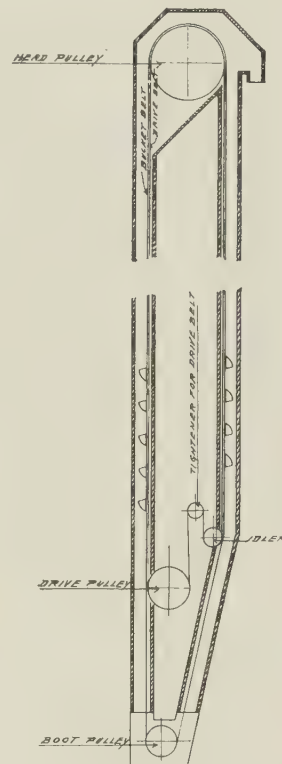
The remedy seems to lie entirely in the hands of the authorities in control, and I earnestly ask on behalf of our Association your support in our movement and work to the end that we may do away with any excuse the Government may have for taking over the control of the inspection of grain.

## Drive Belt Inside of Elevator Leg.

By F. W. W.

A novel plan of driving the elevator stand has been followed in equipping the new elevator of A. Overstad at Hancock, Minn.

As shown in the drawing reproduced herewith the drive from ground floor to cupola is contained within the elevator leg itself instead of taking up valuable space



outside. No countershaft with sprocket wheel and chain is needed in the cupola.

Under the cup belt is a second belt running over and driving the head pulley. The slack in the drive belt is taken up from time to time by the tightener pulley, also within the leg.

Mr. Overstad likes the arrangement very much. He was advised to use the two belts by the builder who erected his elevator, and advises all who are building to put in two belts.



Will This Husky New Fellow Get into the Game?—Minneapolis Journal.



# Annual Meeting of

## Program National Meeting.

The program of the Seventh annual meeting of the Grain Dealers National Asso. to be held in Minneapolis Oct. 6, 7 and 8th has been arranged as follows:

### TUESDAY MORNING 9 A. M.

Invocation .....  
 Rev. J. S. Montgomery, Minneapolis  
 Welcome to the State....Hon. S. R.  
 Van Sant, Governor of Minnesota  
 Welcome to the City.....Hon. J.  
 C. Haynes, Mayor of Minneapolis  
 Response for the National Asso....  
 .....Geo. F.  
 Stone, Secy. Board of Trade, Chicago  
 Acting President's Address.....H.  
 S. Grimes, 1st V. P., Portsmouth, O.  
 Adjourn at 12:30.

### TUESDAY AFTERNOON, 2 P. M.

Secretary's Annual Report and Financial Statement.....  
 .....Geo. A. Stibbens, Chicago  
 Agricultural Statistics.....  
 .....C. B. Murray, Cincinnati  
 Reciprocity with Canada.....  
 .....Eugene G. Hay, Minneapolis  
 Report of Chairman of Delegation to  
 National Board of Trade.....  
 .....Capt. I. P. Rumsey, Chicago  
 Adjourn 5 P. M.

### TUESDAY EVENING 8 P. M.

A Smoking Concert at Elks' Hall, with  
 vaudeville entertainment, tendered by local  
 grain dealers.

### WEDNESDAY MORNING 9 A. M.

Report of Nominating Committee.  
 Election of Officers.  
 Accurate Methods of Grain Grading.  
 .....C. S. Scofield, Botan-  
 ist in Charge of Grain Grad-  
 ing Investigations, Department  
 of Agriculture, Washington, D. C.  
 Report of Committee on Trade Rules.  
 .....C. A. Burks, Chairman, Decatur, Ill.  
 Report of Auditing Committee.....  
 Experiments of the Department of  
 Agriculture for the Improvement  
 of Grain .....M. A.  
 Carlton, Cerealists Department of  
 Agriculture, Washington D. C.  
 Adjourn at 12 M.

### WEDNESDAY AFTERNOON 2 P. M.

Visitors will be given a trolley ride  
 thru the environs of Minneapolis, includ-  
 ing a visit to the smaller lakes and Min-  
 nehaha Falls.

### WEDNESDAY EVENING 8 P. M.

A Promenade Concert and Reception  
 will be tendered the visitors at the Cham-  
 ber of Commerce by the local dealers.  
 The Danz Orchestra will furnish the  
 music.

### THURSDAY MORNING 9 A. M.

Report of Resolutions Committee on  
 Election of Officers.  
 Public Supervision of Weights.....  
 .....Warren T. McCray,  
 Ex-Pres. G. D. N. A., Kentland, Ind.  
 Report of Arbitration Committee....  
 .....Capt.  
 I. P. Rumsey, Chairman, Chicago  
 Grain Car Equipment and the Rela-  
 tion of the Railroads to the Grain  
 Trade.....F. A. Delano,  
 Gen. Mgr. C. B. & Q. R. R., Chicago  
 Adjourn 12 M.

### THURSDAY AFTERNOON 1 P. M.

Meeting of New Board of Directors at  
 President's Room, West Hotel.  
 All Grain Inspection Departments  
 Shud be Conducted upon Civil  
 Service Principles .....  
 .....Chas. England, Baltimore  
 Report of Committee on Amendments  
 to Constitution and By-Laws.  
 Is the Relation of the Country Ele-  
 vator Man to the Terminal Re-  
 ceiver what it Shud be?.....  
 .....C. B. Jenkins,  
 Pres. of the Ohio Asso., Marion, O.  
 Adjourn.

## The Annual Meeting.

By First Vice-President, H. S. Grimes.

The meeting of the Grain Dealers National Association to be held at Minneapolis on the 6th, 7th and 8th of October, promises to be one of the largest meetings that has ever been held by the Association. The advantages gained by grain dealers attending this meeting will be such that they rarely have an opportunity to gain, as they will come in close contact with members from all over the United States; and the information derived by the different addresses to be made and the meeting of the representatives from different parts of the state will be knowledge personally gained, that it would be impossible to gain otherwise. A grain dealer can readily see where it will be to his interest to attend the meeting.

The program mapped out by the Minneapolis people is an exceptionally good one; it will give all an opportunity of seeing the resources of the Great Northwest in the handling of grain by the mammoth elevators that are located at the different points.

Arrangements are in progress of consummation to spend a day at Duluth. If this arrangement is carried out it will add to the pleasure of the delegates very much. Railroad arrangements are being made that will be perfect and, in fact, everything to add to the comfort of the delegates is being looked after at Minneapolis. The Chamber of Commerce of Minneapolis has taken the matter up and will leave nothing undone to make the convention a success both socially and in a business way.

No more fitting season could have been selected for a visit to the Northwest. The weather in the early part of October is usually ideal, neither too warm nor too cold for comfort, and it is at a time of the year when the grain dealer, as a usual thing, has sufficient leisure to spend a week or ten days from his business without causing him any particular loss; it is, as it were, between seasons.

The directors of the Association have secured able speakers, men of prominence in the agricultural departments and also prominent in Association work, and of national reputation to deliver addresses upon subjects of vital importance to each and every member.

There will be no lack of hotel accommodations, as Minneapolis has a number of hotels that will be able to accommodate each and every delegate. The headquarters of the Association will be at the West Hotel, which is one of the most magnificent hostelrys in the North-

west. Special arrangements have been made there for delegates. In fact, all the hotels in Minneapolis have agreed on special arrangements.

Arrangements are also being perfected for running a special train from Chicago on the evening of the 5th to accommodate all parties that will make Chicago their starting point. Up to the present time railroad rates have not been perfected, but we have the assurance of a very low rate.

Every member of the Grain Dealers National Association that can possibly attend should be at this meeting. It will be one that will educate him to a knowledge of the manner of doing business in the Great Northwest that will be worth financially twenty times, if not double that, the cost of the trip, besides the pleasure they are sure to have.

Many members have signified their intention of having ladies accompany them. While this is not a new feature of the Association meetings it will no doubt add largely to the pleasure of its members.

Members desiring information of any character regarding the trip will get that information by writing Geo. A. Stibbens, Secretary, 508 Traders building, Chicago, Ill.

## Baltimore's Official Delegate.

The official delegate of the Baltimore Chamber of Commerce will be its Chief Grain Inspector, Chas. Macdonald, Jr.

However, many of the members will attend.

## The Chicago Badge.

The Chicago badge will be the finest yet presented by this delegation. Suspended from an oxydized silver bar bearing the word "Chicago" will be an oxydized silver disk bearing a representation of Chicago's emblem used during the World's Fair, a spray of wheat and an ear of corn.

Hanging from the disk is a small maroon ribbon bearing the words "BOARD OF TRADE."

## Entertainment of the Dealers.

The entertainment committee of the Minneapolis Chamber of Commerce will give the visiting dealers as much pleasure as can be crowded into the time allotted for this purpose. On the evening of Oct. 6 a smoking concert will be given at the Masonic Temple.

October 7 at 2 p. m. the dealers will be taken for a trolley ride around the lakes and the Minnehaha Falls. In the evening a reception and promenade concert will be held at the new Minneapolis Chamber of Commerce Building.

For the convenience of all, each dealer will be given a little book containing coupons which will entitle him to all the entertainments. A small diagram of the city will be printed in this book.

Each dealer will also be presented with a beautiful badge, consisting of a gilt bar, bearing the word "MINNEAPOLIS," fastened to this is a crimson ribbon to which is attached a circular silver pendant bearing the words, "Grain Dealers National Asso., and October 6, 7 and 8th, 1903."



# National Association.

## *The Chicago Delegation.*

The committee appointed by Pres. Chandler of the Chicago Board of Trade has only started in on its work, but already it has secured a party of 40, including the following:

R. D. Richardson.  
I. P. Rumsey.  
P. H. Eschenburg.  
W. J. Taylor.  
L. B. Wilson.  
H. F. Dousman.  
H. A. Foss.  
C. F. Schneider.  
F. D. Austin.  
W. H. Merritt.  
Chas. G. Case.  
Frank E. Winans.  
J. J. Fones and wife.  
H. N. Knight.  
Jno. F. Howard.  
H. C. Suttle.  
Joseph P. Griffin.  
C. H. Thayer.  
Stephen J. McTiernan.  
Philip Schifflin and wife.  
Geo. A. Wegener.  
W. F. Johnson.  
A. L. Somers.  
Frank Delaney.  
Edward Andrew.  
W. N. Eckhardt.  
J. W. Rathford.  
Frank Baker.  
Edward G. Heeman.  
F. E. Gulick.  
W. K. Mitchell.  
A. E. Schuyler.  
Geo. J. Le Beau.  
H. J. Patten.  
E. F. Rosenbaum.  
M. M. Clark.  
H. S. Williams.  
J. J. Leonard.

## *Chief Inspectors Will also Meet.*

Secy. J. D. Shanahan of the Chief Grain Inspectors' Nat'l Asso. has called the annual meeting of the asso. to be held in Minneapolis, Oct. 6, 7 and 8th, and each inspector is expected to exhibit samples of his grades.

## *Des Moines Delegates.*

The Des Moines Cereal Club has appointed each of its members a delegate to the annual meeting of the Grain Dealers Nat'l Asso. and no doubt will send a large delegation as it did last year. B. A. Lockwood, who served the National Asso. two years as president, has fully recovered his health and will come with the club.

## *Exhibit of Inspectors' Samples.*

As usual the Chief Grain Inspectors of the different central markets will exhibit samples of seeds and grain and ample room will be provided for all.

W. A. Freemire, 814 Chamber of Commerce, Minneapolis, has been appointed chairman of committee to care for Chief Inspectors samples. All samples should be shipped to him with instructions.

## *Fare and One-Third.*

The Central Passenger Association has granted a rate of a fare and one-third for the Minneapolis Convention on the certificate plan. Tickets good going Oct. 2 to 8 inclusive, good for return up to Oct. 12.

This rate will apply to Ohio, Michigan, Indiana and the southern half of Illinois.

All Illinois dealers starting from a point on or north of a line drawn from

Chicago to East St. Louis thru Decatur will be entitled to a rate of one fare plus \$2, which is the rate granted by the Western Passenger Assn.

Each certificate holder will pay the joint agent at Minneapolis 25 cents for certification of certificate.

## *Will Go on the Grain Dealers Special.*

Among those who will go to the Minneapolis convention of the Grain Dealers National Asso. on the Grain Dealers' Special train which will leave Chicago over the C., B. & Q. R. R. Oct. 5, 7 P. M., are the following:

H. S. Grimes and wife, Portsmouth, O.  
C. B. Jenkins, Marion, O.  
J. W. McCord, Columbus, O.  
Ed. McCue, Arcanum, O.  
John W. Snyder, Baltimore, Md.  
Chas. England, Baltimore, Md.  
Chas. McDonald, Jr., Baltimore, Md.  
John B. Daish, Washington, D. C.  
Geo. F. Reed, Boston.  
E. L. Rogers, Philadelphia.  
John O. Foering, Philadelphia.  
J. W. Shanahan, Buffalo.  
Fred. Mayer, Toledo.  
E. H. Culver, Toledo.  
A. E. Reynolds, Crawfordsville, Ind.  
Warren T. McCray, Kentland, Ind.  
S. B. Sampson, Indianapolis, Ind.  
C. A. McCotter and wife, Indianapolis, Ind.  
J. W. Sale, Bluffton, Ind.  
C. G. Egly, Berne, Ind.  
J. L. Schalk, Anderson, Ind.  
J. A. Mouch, Mooreland, Ind.  
J. W. McCardle, New Richmond, Ind.  
H. L. Coombs, South Whitley, Ind.  
H. C. Clark, Lebanon, Ind.  
D. P. Simison, Romney, Ind.  
J. F. Simison, Romney, Ind.  
T. W. Swift, Battle Creek, Mich.  
M. G. Ewer, Battle Creek, Mich.  
M. L. Merritt, Dwight, Ill.



Take the Grain Dealers Special over the C., B. & Q. R. R., Chicago to Minneapolis, 7 p. m. Oct 5, 1903.



## The Co-operative Warehousing Syndicate.

Farmers who have an itching to enter the grain business should be respectfully referred to the Farmers' Co-Operative Warehousing Syndicate, of Buffalo, which has for its President John W. Woodruff of Hamburg, N. Y.; Vice-Pres., O. C. Wilkes; Treas., Henry C. McCall, Buffalo, and Secy., Geo. A. Fries, also of Buffalo.

This syndicate has an elevator at Gessie, Ind., without any machinery, and an incompleting building at Gibson City, Ill., without any machinery. It is said to have been incorporated in Arizona for \$300,000,000. That is a pretty big corporation.

Inasmuch as the President, Treasurer and Secretary of this new syndicate were also officers of the American Farm Company, which was incorporated in New Jersey for \$1,000,000, no doubt it is conducted along similar lines. It seems that the workers are not particular as to the name they use in their literature, many different co-operative titles being used.

In one of its forms of agreements the name "Farmers' Co-Operative Company, a Corporate Body under the Laws of the United States of America, Territory of Arizona" appears as the Party of the First Part, and this same title is used in a form designated as "Managers' Agreement with the Farmers' Co-Operative Company."

In some places the promoters have made a bluff at buying out the regular dealers.

It seems that everything went smoothly with the company at Gibson City until Mr. H. B. Huey, a young farmer, who intended to act as manager, went to Buffalo and investigated the factory, warehouse and holdings of the company. Since then the farmers are not so confident of the success of the movement.

The Gessie, Ind., plant has been standing idle for about six months. The farmers subscribed and paid for about \$6,000 worth of stock. After about \$1,500 had been spent on the building the promoters asked that the stockholders put up more money in order to get machinery. This they seem to have refused to do. Regardless of the crippled condition of the elevator the company continued to do business with a scoop-shovel, and has succeeded in loading about six cars, the farmers being offered one to two cents more than the regular dealers could afford to pay for grain. Yet, in spite of the high prices, most of the grain has been sold to the regular dealers of the district. Among other subscribers to the stock of the Gessie plant are Wm. Hughes and Elias Gouty, of Gessie, Ind., and Elias Shute, of Rileysburg, Ind.

The farmers about Gibson City, Ill., have about \$7,000 worth of stock. It seems that last April John W. Woodruff got lumber and built an office and commenced to solicit subscriptions for stock. G. W. Coffman seems to have conducted an active campaign soliciting subscriptions for the company. The elevator was nearly completed Aug. 29th when the carpenters stopped work. It seems that the stockholders about Gibson City, instead of owning the elevator erected at that point, merely hold stock in the big syndicate, and it is not known exactly how much of the capital is paid in outside of what they have contributed. Therefore, they are, very naturally, somewhat uneasy.

It is said that the promoters who suc-

ceeded in interesting farmers and others in and about Gibson City in the enterprise, told very interesting tales of the great advantages to be derived from co-operation of the farmers in sending their products direct to the consumer and in buying machinery, implements and other unperishable goods at first cost.

The promoters claimed the company has a line of thirty or more elevators east of Buffalo and an equal number west of that city, all of which were used as distributing points for the grain which was expected to be collected from the elevators erected at western points.

It is said that every local manager is required to invest \$1,000 in stock, and in consideration of his investment in stock and his time, the company agrees to pay a monthly salary, based upon the volume of business done. Its agreements provide that a first-class branch shall pay its manager \$158.33, while a second-class branch will pay \$133.33; a third-class \$108.33; a fourth-class \$83.33; a fifth-class \$58.33, and the board of directors are entrusted to fix the minimum and maximum amount, to be paid, so that the manager's salary, while indefinite, is at least inviting.

Mr. Huey, who expected to be manager of the Gibson City branch, proved such a good man that the promoters decided to give him a position as private secretary to one of the organizers. He accepted and filled this position one week with a Mr. Brown. Mr. Huey, in order to get a clearer insight and more correct knowledge of the affairs of the company, induced another young man, who had likewise subscribed for stock, at Gibson City, to go to Buffalo with him for the purpose of investigating the company.

The farmers now seem anxious to sell their stock at a heavy discount, altho thirty days ago they felt certain they would have no further need of regular grain dealers, who "produce nothing, and hence should have no share in the profits." It may be that some of them dropped sinister remarks which are now regretted.

Mr. Coffman has also made an earnest effort to interest the farmers in the vicinity of Dewey, Ill., but without material success. As soon as farmers discover that they are to receive stock in a \$300,000,000 corporation instead of in a local company they will be sure to refuse to subscribe.

The world's hop crop was 153,340,000 pounds in 1902 and 209,000,000 in 1901.

## Tramps' Wayside Inn.



Woeful Walter—Pears to Me, these Elevators were Built along the Tracks just on Purpose for Us Tourists. Joyous Joe—Yes; an' there's lots of Cobs and Screenings yonder to make our Camp-Fire.—Apologies to Chicago News.

## Seeds

The Mangelsdorf Bros. Co., Atchison, Kan., is building a large seed eltr.

G. D. Henry, of Fairfield, Ia., reports that the timothy seed threshing was disappointing.

Rogers Bros., seed growers, Alpena, Mich., have been incorporated with \$75,000 capital stock.

Currie Bros., seed merchants, Milwaukee, Wis., have been incorporated with \$100,000 capital stock.—C. A. T.

O. W. Loeffler, of Bad Axe, Mich., reports that a large yield of clover seed is expected and some being offered which grades fair.

The Union Seed & Grain Co. has been organized at Madison, S. D., and will build an eltr. It will make a specialty of cleaning seed grain.

The Minnesota Field Seed Growers Assn. was formed Sept. 2 at Minneapolis. C. C. Thompson of Farmington is pres., W. M. Hayes, secy., and E. L. Jenks, treas.

The stock in the seed warehouse of J. M. McCullough's Sons, Cincinnati, was damaged about 10% by water during a fire in the vicinity of the warehouse. Insurance, \$16,500.—C. A. T.

The David Seed Co. has been incorporated at Cincinnati, O. The capital stock is \$20,000, and the incorporators are, W. W. and Mary G. Millar, Benj. and Anna David and Wm. Buchanan.

In the Government Report, issued Sept. 8, a good yield of clover hulling is reported from Illinois, clover seed is improving in northern Ohio and a heavy yield of timothy seed is reported from Iowa.

The Department of Agriculture has appointed Arnold V. Steubenrauch of the University of California and P. H. Dorset of Los Angeles as a committee to select a 100-acre site for the headquarters of the entire seed distribution of the Government; but separate from the Congressional free seed distribution.

Clover seed trades for futures are all made in prime and settled upon the basis of two and half bushels to the bag. Any surplus in the bags over that is settled at the market price upon the day of delivery. Most trades are made in two-hundred-bag lots. Fifty-bag lots are the minimum. Thousand-bag orders are not uncommon. Only expense on futures is the commission of half of one per cent, based on the selling price. Margin is dollar per bag kept good.—C. A. King & Co.

The chiefs of division of the seed section of the Department of Agriculture purpose to assume the official determination of commercial types and sub-types of vegetables, grains and flowers. These so-called "scientists" for their own importance would create a Government seed establishment overshadowing all seed houses or private enterprises among American seed merchants, and would soon enlarge the free seed distribution from 43,000,000 packages as during this spring of 1903, not alone to 50,000,000 packages, but soon thereafter to 100,000,000 packages, of a retail trade value of \$5,000,000, the same to be given away to a special class of citizen-farmers and carried free through the mails at the cost of several millions of



dollars and at the expense of every other class of citizens of the United States. This is class legislation with a vengeance, and without a parallel.—New York Sun.

## Grain Carriers

Charters were made last week at 1 cent on corn Chicago to Buffalo.

Four cargoes of wheat have been shipped this season from Toledo to Chicago.

A French line of 4 steamships is to be placed between Quebec and Bordeaux, France.

Part of the Northern Pacific extension of 60 miles to Dawson, N. D., has been graded.

A new Canadian grain steamer, the Midland King, was launched Aug. 19, at Collingwood.

The 79 miles of the M., K. & T. branch from Wybark to Osage, I. T., has been completed.

A. B. Wolvin and others have let the contract for a steel steamer 560 ft. long for the lake trade.

The Minneapolis rate on coarse grains and flaxseed to Chicago is said to have been cut to 7½ cents.

The St. Louis & San Francisco will build a line from Oklahoma City to Averdott, Okla., to connect with the Arkansas Valley & Western.

The Canadian Northern Ry. has received 31 new locomotives and 1,300 new box cars. The management has confidence in its ability to handle the new wheat crop along its own lines.

The Canadian Pacific has nearly 80 locomotives and 4,000 cars more than last year, and will not repeat its failure to handle the crop.

Representatives of southern and southwestern roads will hold a second conference on the Elkins law at New York Sept. 30. The first conference held at Washington, Aug. 17, was an executive session.

A new style of canal boat is being built by W. H. Follette at Buffalo, N. Y., with larger cargo room, so that when the canal is deepened his boats will carry 1-3 more than old class boats. Even on the present depth the new boats will be in demand for oats and malt.

The Rock Island System is pushing to completion the line of the St. Louis, Kansas City & Colorado, of which it recently came into possession. This line is being constructed thru an exceptionally good agricultural and mining section of Missouri and is expected to develop this district in a wonderful way. Between St. Louis and River View, Mo., passenger and freight service has already been established, 138 miles of track being in operation. The remainder of the line will be completed next year.

The rate of 14 cents on grain from Kansas City to Minneapolis by way of Chicago put in by the Santa Fe is making trouble. Other roads to Minneapolis contemplate a cut to hold their share of the business. The rate was made by the Santa Fe under peculiar conditions in order to avoid congestion at Kansas City and to keep the grain moving. The Wisconsin Central agreed to furnish the Santa Fe an empty car at Chicago for every car of grain turned over to it for shipment to Minneapolis. The Minneapolis millers then demanded a milling-in-transit rate from Kansas City to Chicago by way of Minneapolis. Unless an adjustment is ef-

fected by the western trunk line committee the Great Western will slash rates in other territory.

The railroad terminal monopoly which has hampered the expansion of grain handling facilities at St. Louis, Mo., is being proceeded against by Attorney-General Crow of Missouri, who seeks to annul the charters of the Merchants Terminal Railway Co., Wiggins Ferry Co., and St. Louis Terminal Railroad Assn., for having formed an illegal conspiracy to control the arteries of trade. The charges for moving cars into and out of St. Louis and across the Mississippi River are arbitrary and unreasonable, made so to pile up dividends on watered stock. The facilities are grossly inadequate. Shippers suffer as much from delay in movement of freight, on account of the miserable terminal arrangements, as from extortion. In some cases grain cars have been delayed nearly a month in the transfer from one side of the river to the other.

## Wheat Receipts at Primary Markets.

The receipts of spring and winter wheat at the leading primary markets since July 1, 1903, and prior to Sept. 10, have been 37,958,000 bus.; compared with 62,665,000 bus. for the corresponding period a year ago.

Some deduction should be made for receipts at Chicago\* and Minneapolis of wheat already reported at other markets. On some days nearly the entire receipts at Kansas City have been reshipped to Minneapolis.

Receipts at Minneapolis and Duluth are expected to increase, as the country elevator stocks in the Northwest are increasing slowly.



St. Anthony & Dakota Elevator No. 3 at Minneapolis.



### *Delivery Without B/L; Conversion.*

That a railroad delivering grain without the presentation of the B/L is liable to the shipper for conversion again has been affirmed by the Supreme Court of Missouri, in the suit of the Marshall & Michel Grain Co. against the Kansas City, Fort Scott & Memphis R. R. Co., begun in February, 1896, and decided June 9, 1903.

Marshall & Antles, of whom plaintiffs are successors, shipped a car of corn Aug. 5, 1895, over defendant road to Little Rock. Since the road extended only part way to destination the latter was omitted from the B/L, which also contained a provision that the road was not to be responsible beyond its own line. The B/L read "S. O. notify Little Rock Grain Co."

When shipper's draft was presented the Little Rock Grain Co. refused to pay, because the grain had not arrived. Next day, Aug. 10, the corn arrived, and the road, having a bond indemnifying it if it should become liable for delivery without B/L, handed the corn over to the grain company. When traced at the request of plaintiffs the Cotton Belt agent at Little Rock wired the agent at Joplin, Mo., that corn had been delivered to the notify party Aug. 12, upon learning which, plaintiffs made a second draft, with protest fees added. The Little Rock Co. refused to pay it, offering to pay only invoice face. The shippers kept the bill. They made no effort to secure the corn; gave no directions for its disposition; nor was the B/L ever presented to appellant or its connecting line, the Cotton Belt Railway; nor was any demand ever made by the shippers upon either of railroad companies for the corn. Nor did they ever give the purchaser any chance to pay the price agreed on and get the corn. Instead, they held onto their shipper's order B/L and refused to give any directions for the disposal of the corn, though frequently asked to do so. After the arrival of the corn at Little Rock, the car was

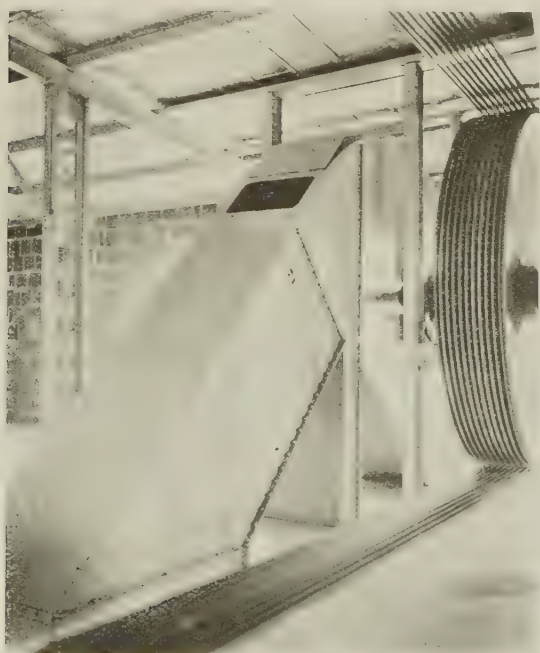
placed upon the warehouse track of the grain company, where it was unloaded by that company (its identity being preserved) as a warehouseman, under a general bond given by the Cotton Belt Railway. A few days afterwards, the B/L not having been presented by the grain company, the Cotton Belt Co.'s agent at Little Rock demanded the surrender of the bill or of the corn. B/L not being produced, the corn was at once reloaded into a car furnished by the Cotton Belt Co.; being the identical corn which plaintiffs had shipped, and in exactly the same condition as when it reached Little Rock; there being no claim or pretense that it had sustained any damage whatever. On Aug. 22, 1895, the shippers were asked by the Cotton Belt Co. for directions as

to the disposition of the corn, whereupon they replied: "Yours 1st. Have just notified Memphis Road we would not accept car since it has been delivered once. Our draft now amounts to \$275.12, and will take matter up with G. F. A. Memphis Road and get protection, and you to protect yourself had better wire authority to make draft at once. As to terms, etc., it is quite evident that we know as much, or more, about terms than you do about S. O. shipments, and advise you to act promptly in this matter before it is out of our reach."

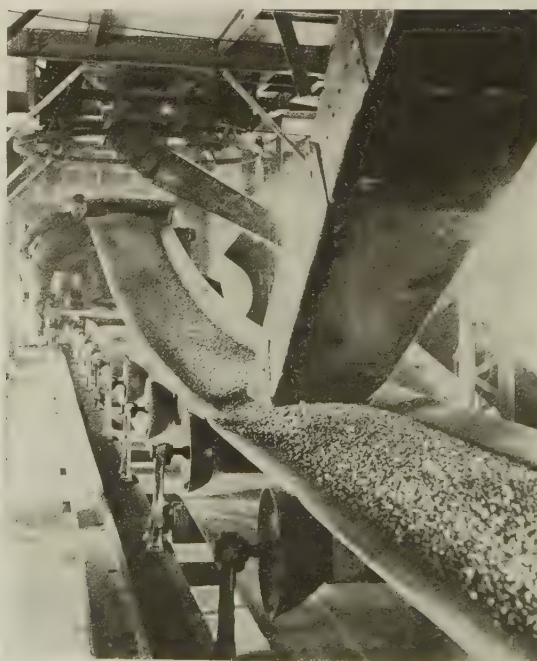
Repeated demands were made by the Cotton Belt Co., in correspondence with the shippers, to induce them to receive the corn or direct its disposition, which they refused to do; and it was finally stored



Dust Intake in St. Anthony Elevator No. 3 at Minneapolis.



Elevator Head Drive in St. Anthony Elevator No. 3 at Minneapolis.



Belt Conveyor in St. Anthony Elevator No. 3 at Minneapolis.



with a warehouseman at Little Rock, and the shippers were advised of that fact, and that it would still be delivered to them on presentation of the original B/L. The grain was subsequently, about a year after its shipment, and long after this action was begun, sold by the shippers to the highest bidder at Little Rock; the net proceeds of the sale, after deducting warehouse charges, amounting to \$128.50. These charges were for storage at the rate of one-quarter of 1 cent per bushel per month, and were only for the charges of the second warehouseman.

Suit was brot before a justice of the peace who gave judgment for plaintiff, for the amount claimed. The railroad appealed to the circuit court, which gave judgment for defendant. On appeal to the Kansas City Court of Appeals the decision was reversed, and a new trial ordered, in which shippers got judgment for \$137, which has been affirmed by the Supreme Court. The court said:

"A carrier receiving freight destined beyond its own line may stipulate that it will not be liable for negligence of the connecting carrier if its contract of carriage is limited to the end of its own route. But if the receiving carrier's contract is to transport the freight to point of destination, it cannot so limit its liability, and must answer for the negligence of the connecting carrier. There can be no question but that the shipper of goods has the right to designate the consignee, or, in other words, the person to whom they are to be delivered, and that the carrier is bound to obey the direction of the shipper, or to comply with the terms of his contract of shipment in this respect, and, if he disobeys them, he is liable as for a conversion. *Wiggins Ferry Co. v. C. & A. Ry. Co.*, 128 Mo. 224; 27 S. W. 568, 30 S. W., 430; *Jeffersonville R. Co. v. White*, 6 Bush, 251. A misdelivery by a carrier of an article intrusted to him to be carried is a conversion. *Claflin v.*

*Boston & Lowell Railroad Company*, 7 Allen, 341. Nor does the fact that the railroad company offered to return the corn after it had been redelivered back again into the cars furnish any justification for the conversion, though it might be considered in mitigation of damages. *Sparks v. Purdy*, 11 Mo. 219. When the corn was once converted by defendant, nothing that was thereafter done or offered to be done by defendant could have the effect of relieving it from its liability for the conversion." 75 S. W. 638.

## Modern Elevators at Minneapolis.

Grain dealers who attend the annual meeting of the Grain Dealers National Asso. in Minneapolis, Oct. 6th, 7th and 8th, will be interested in the many modern grain storehouses now in operation in that city. It has a greater variety and number of fireproof grain storehouses, including different styles of cement, tile and steel bins, than almost any other city.

One of the lately constructed fireproof houses is that of the North Star Malting Company, built by the Barnett & Record Company. The working part of the elevator is fireproof, and is joined by eighteen tile tanks, which have ten intermediate spaces giving a total storage capacity of 500,000 bushels. The views given herewith show the tile bins in the course of construction. The plant contains no combustible material.

Many of the fireproof elevators of Minneapolis are considered absolutely safe from fire. In fact, the owners and operators are so sure they are safe, that many of them carry no fire insurance on their plants or contents.

Another fireproof elevator recently constructed by the Barnett & Record Co., in Minneapolis, is the St. Anthony Elevator

No. 3. Adjoining the working part of the elevator are sixteen tile bins, having a storage capacity of 125,000 bushels each, which, with the intermediate spaces, gives a total storage of 2,160,000 bushels.

This plant is fireproof throughout, fireproof tiling, steel and cement being used exclusively in the construction of the plant.

We give herewith four views of this plant. One view of interior shows an elevator head drive and the side walls of the elevator proper, the frame of which is of steel and covered with tile. Another view shows a dust intake receiving sweepings.

Exports of corn oil during the 7 months prior to August 1 amounted to 2,594,386 gallons, compared with 2,085,587 gallons during the corresponding months of last year.

Winter wheat for Minnesota is the slogan of Professor W. M. Hays of the state agricultural college. At the state experiment station in 1902 and 1903 the average yield of winter wheat was 39.8 bus. and the average yield of spring wheat 24 bus. Should the winter wheat be killed by cold the farmer can reseed at the expense of 1½ bus. of spring wheat.

This part of France produces a yellow maize of a very inferior quality, used for feeding farm stock. Small quantities are ground for table use, but as the meal is poorly made and turns bitter eight or ten days after leaving the mill it is not a popular article of diet, but is the cause of a prejudice against maize as a human food. The fine quality of American granulated yellow-corn meal is much appreciated in a very limited circle. The people generally know nothing about white and yellow corn meal, hominy, samp, and hulled corn, valuable and cheap articles of diet.—Geo. H. Jackson, consul at La Rochelle.



North Star Malting Co.'s Tile Bins at Minneapolis, in Process of Construction.



## A Precaution Against Overcharge for Underloading.

By C. A. T.

In line with the recommendations recently made by Secy. Geo. A. Wells of the Iowa Grain Dealers' Assn., a prominent commission firm—having offices in

'Capacity of Car Ordered .... Pounds,' when the car is not loaded to the grain line on account of the R. R. Co. having furnished a larger car than was ordered.

"The Railroad Companies are basing freight charges on the minimum weights prescribed by their rules and will not refund overcharges unless it can be proved that cars were loaded to the grain line, or



Tile Bins and Elevator of North Star Malting Co. at Minneapolis.

five Western terminals—has sent out the following letter to shippers:

"We would recommend that, in making future shipments, you request the station agent at your place to note on both Bill of Lading and Way Bill:

'Car Loaded to the Grain Line.' when such is the case; or to note

that they were unable to provide a car of the right capacity. This cannot always be shown to their satisfaction after cars have been unloaded.

"If you meet with any difficulty in having such notations made on B/L or Way-Bill, please let us know at once and we will take the matter up at this end."

## An Average Day at Perry, Okla.

Prosperity is smiling on the newly settled districts of Oklahoma where the farmers are placing a well founded faith in the combination of winter wheat and beef steers. The towns of Oklahoma and the Territory have an attractive newness caused by the buildings being of recent construction. The carpenter's bench is everywhere in evidence just as it is in the foreground of the fotograf reproduced herewith, showing the elevator of E. J. Miller at Perry, Okla., on an average day.

Mr. Perry's neat office is shown at the left, while his elevator looms up at the right. Scattered about are a score of grain laden wagons and many others beyond reach of the fotografer's camera, waiting to unload. The teams have been unhitched from several of the wagons and their drivers have adjourned for refreshments.

The duty on corn imported into Cuba is expected to be increased from 30 cents to \$1.50 per 100 kilos.

The castor bean of the Philippine promises to become an important factor in the world's market for that oil.

Markets for macaroni wheat are being ascertained by Secy. Wilson of the Department of Agriculture, thru the consular service.

Buckwheat exports for the 7 months prior to August 1 amounted to 30,722 bus., compared with 141,357 bus. for the same months of 1902.

The quality of macaroni wheat in the northwest is almost always good, and is rarely shrunk like spring wheat. Its use as a bread wheat is still a problem.—Prof. W. M. Hays, of Minnesota College of Agriculture.

Say, pa, can you tell me what a farmers' co-operative elevator company is? A farmers' grain company, my son, is a scheme by which farmers are enabled to buy worthless stock at home without the trouble of sending their money to Wall street.



An Average Day at E. J. Miller's Elevator, Perry, Okla.



## Patents Granted

Oil engine. No. 737,069. Wm. Brown, Melbourne, Australia.

Electric igniter. No. 736,734. Lewis Jones, Washington, D. C.

Igniter. No. 737,923. Peter P. G. Hall, Jr., Philadelphia, Pa.

Direct acting gas engine. No. 736,715. Paul Gervais, Seeburg, Germany.

Sparkling igniter. No. 736,737. A. A. and D. E. Karcher, Lyons, Mich.

Vaporizer for explosive engines. No. 737,463. Carl F. Pearson, Chicago, Ill.

Rotary explosive engine. No. 736,787. John J. O. R. Rulianich, Clayton, Mass.

Internal combustion engine. No. 736,807. Chas. A. Wilkinson, Worcester, Mass.

Sparkling igniter for gas engines. No. 737,532. Benjamin L. Toquet, Westport, Conn.

Internal combustion engine. No. 736,944. Rudolf Diesel, Munich, and Hugo Guldner, Augsburg, Germany.

Heat radiator for gas engines. No. 737,083. F. W. Darnstaedt, assignor of 2/3 to Howard S. Hart, New Britain, Conn.

Cooling means for gas engines. No. 737,737. Chas. F. Hitchcock, Oakland, Cal., assignor to Eagle Engine Co., San Francisco, Cal.

Bag holder. No. 737,730 (see cut). Alfred W. French, Piqua, O. The bag lies on its side and is distended by bottom, top and side boards mounted on a vertical post.

Machine for bagging and weighing bran. No. 736,663 (see cut). Jas. B. Williams, Alberta, La. The bags are hung on scale beams the tilting of which operates a valve to divert the flow of grain into either of the 2 spouts.

Portable elevator and dump. No. 736,833 (see cut). John and Daniel Fisher, Kinsman, Ill. Mounted on wheels is a

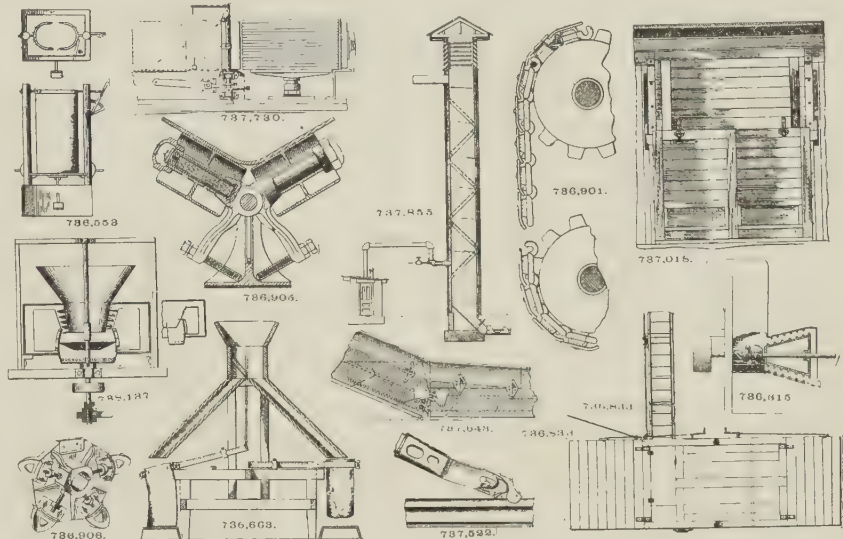
platform, hinged approaches, dump rails, a sink and an endless belt elevator. At the upper end of the elevator is a horizontal conveyor.

Sack-holder. No. 736,553 (see cut). John Schmidt, Ubet, Mont. The upper end of the bag is supported from tubular uprights containing weighing devices. A lever in the base enables the operator to raise the platform out of engagement with the weighing device.

Belt-supporting device. No. 736,905 (see cut). Freeman R. Wilson, Columbus, assignor to Jos. A. Jeffrey, Colum-

lower edge. The bowl is mounted on a vertical shaft and receives grain and chaff from the hopper above. A screen is supported in the bowl.

Apparatus for purifying grain or other products. No. 737,855 (see cut). Warren T. McCray, Kentland, Ind., assignor to American Grain Purifier Constructing Co., Pierre, S. D. The grain drops down a tower, being deflected from side to side by slats, and is discharged thru a chute into a conveyor. This fume-generating furnace is surrounded by a cooling chamber, from the top of which the cooled



bus, O. The pulley supports are adjustably mounted on a common axis longitudinal of the belt, whereby the belt can be adjusted while running, to a more or less V-shape.

Grain conveyor. No. 737,643 (see cut). John Mabus and Frank L. Lilly, Ill. This is a drag-chain to be operated in connection with a corn sheller. The chain runs in a sheet-metal casing, the joints of which are hooked together. The chain is adapted to pass partially under the edges of flexible plates inside the casing.

Conveyor. No. 736,901 (see cut). Freeman R. Wilson, Columbus, assignor to Jos. A. Jeffrey, Columbus, O. Two parallel chains are combined to support a series of slats. The chains consist of hooked links, the slats being arranged to prevent the detachment of the hooks from the links in the usual positions of the links.

Corn-sheller. No. 736,615 (see cut). Alexis R. Montgomery, Decatur, Ill. A combined feeder and sheller for the throats of corn shellers is comprised of a set of collars fastened on the sheller-shaft in the throat, each collar having an oblique feeding blade extending in one direction and a non-feeding blade extending in another direction.

Car mover. No. 737,522 (see cut). Geo. B. Sullivan, Evanston, O., assignor to Vulcan Lever Co., Cincinnati, O. The lever handle is fitted into a socket in the working head, which has lugs on two sides engaging the rail, and a front edge to engage the wheel. A steel knife edge engages the rail as the operator bears down on the handle.

Grain and seed separator. No. 738,137 (see cut). Jas. K. White, Mansfield, O. The separation is effected in a bowl having a flat bottom and curved sides with a series of discharge apertures near the

gases are led by a pipe to the purifying chamber, into which they are forced by an injector.

Grain door for cars. No. 737,018 (see cut). Herman Pries and John W. Meyer, Michigan City, Ind. The door slides up and down on two strips embraced by prolonged flanges. Each of the hinges has inwardly extending pintles slidably engaging the opposite edges of the adjacent guide strip, and inward extensions having horizontal slots. An opening in the door is closed by a hinged panel door having a pair of latches pivoted to the main door.

Sprocket wheel. No. 376,906 (see cut). Freeman R. Willson, Jr., Worthington, O., assignor to Jos. A. Jeffrey, Columbus, O. The main web is formed with rectilinear peripheral surfaces and adjustable teeth. Each alternate link of the chain when engaging with the wheel extends from the root of one tooth to the root of the next and has its side bars in the plane of the web. The alternate links extend from the bottom of a tooth on one side to the bottom of the tooth on the other side.

Exports of beans and peas for the 7 months prior to Aug. 1 amounted to 106,100 bus., compared with 139,412 bus. for the same months of 1902.

Imports of beans and peas during the 7 months prior to Aug. 1 amounted to 504,400 bus., compared with 399,401 bus. for the corresponding period of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Exports of foreign beans and peas for the 7 months prior to Aug. 1 amounted to 35,653 bus., compared with 23,356 bus. for the corresponding months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.



A Squeeze in Corn.—Chicago News.



# Grain Trade News

## CANADA.

Lumsden, Assa.—The eltr. for Hall & McNab has been completed.

Craven, Assa.—Hall & McNab are building an eltr. at this station.

Gainsboro, Assa.—The eltr. for the Imperial Eltr. Co. has been completed.

Ottawa, Ont.—The Manitoba Grain Act, as amended, was passed Aug. 21.

Winkler, Man.—Work has been begun on the eltr. for the Northern Eltr. Co.

Ridgetown, Ont.—The bean eltr. of Steel & Co. burned recently. Loss, \$8,000.

The C. P. Ry. has under construction 250 grain loading platforms along its lines.

Lumsden, Assa.—The Canadian Eltr. Co. has bot a site and will start a lumber yard.

St. Boniface, Man.—The Crown Grain Co. is planning to erect buildings on the C. P. Ry.

Plum Coulee, Man.—The Dominion Eltr. Co. has repaired its eltr. and installed a dump scale.

Brandon, Man.—The A. Kelly Milling Co. has bot the eltr. of Parrish & Lindsay and is improving it.

Edmonton, Alta.—N. Bawlf, of Winnipeg, J. Ross & Co. and the West of Yukon Co. will each build an eltr. here.

Grading is progressing rapidly on the extension of the C. N. Ry. from Greenway south to a point near the boundary.

Solgirth, Man.—The Export Eltr. Co. has completed its 25,000-bu. eltr. The Northern Eltr. Co. has remodeled its eltr.

Winnipeg, Man.—The 2-cent reduction in the rate on wheat over the Canadian Northern to Port Arthur became effective Sept. 1.

Medicine Hat, Assa.—A 60,000-bu. eltr. will be built by the flour mill which already has storage capacity for 10,000 bus. of wheat.

Glensmith, Man.—The Manitoba Milling Co. is building a 30,000-bu. eltr. Other eltrs. have been built at Clanwilliam and Springhill.

Winnipeg, Man.—Grain dealers have secured nearly half the offices in the new Thompson block, which will be completed by Sept. 15.

Edmonton, Alta.—The C. N. Ry. will complete its line to this point, making a grain haul of 1,460 miles to Fort William and 1,034 miles to Winnipeg.

Winnipeg, Man.—The Canadian Northern Telegraph Co. has opened an office in the Grain Exchange, giving outside points a direct wire to board room.

Portage la Prairie, Man.—The first wheat marketed in this district was purchased by A. Brown & Co. It graded No. 1 hard and sold for 75 cents per bu.

Fort William, Ont.—Anthony Strike, employed on the construction work of Eltr. E, fell nearly 90 feet Aug. 27 into 1 of the steel tanks and was severely injured.

Fort William, Ont.—The new steel eltrs. which are being built by the Mac-

donald Engineering Co. for the C. P. Ry. are expected to be completed by the last of October.

Fort William, Ont.—M. Sellers, who has resigned the position of superintendent of the C. P. Ry. eltrs., was presented Aug. 28 with a handsome cabinet of cutlery and silverware by his late fellow employees.

Winnipeg, Man.—W. T. Gibbins, who was the principal in the conspiracy suit against a number of the members of the Grain Exchange, has withdrawn from the Exchange, transferring his membership to W. L. Parrish.

Toronto, Ont.—At a meeting of the Dominion Millers' Assn., held Sept. 2, a by-law was adopted making the commission charges on wheat bot thru the asso. \$1 per car on Ontario wheat and \$1.50 on Manitoba wheat.

Winnipeg, Man.—Farmers are advised that considerable damage by frost may be prevented by placing the cap sheaf of stooks with the butt toward the east so that the morning sun would not strike the grain until it has thawed.

Carman, Man.—The roller mill, owned by A. H. Snellgrove, and the eltr. of the Northern Eltr. Co. burned recently. Little grain was in the eltr. and the loss is but \$5,000. The loss on the mill is \$18,000, with \$10,000 insurance.

Winnipeg, Man.—The Board of Trade and Grain Exchange gave a luncheon to the delegates of the Chamber of Commerce Sept. 1 at the exhibition grounds and then all adjourned to government house, where a reception was given them.

Winnipeg, Man.—W. T. Gibbins, the plaintiff in the recent suit against several members of the Grain Exchange, has been evicted from his offices in the Grain Exchange building. Mr. Gibbins is said to have decided to bring proceedings against the owners of the building.

Deloraine, Man.—A new siding about half way between Deloraine and White-water has been built by the C. P. Ry. It will be known as Hazeldean. An eltr. has been nearly completed there for the Lake of the Woods Milling Co. and the Farmers' Eltr. Co. is building another.

Altona, Man.—The first shipment of the 1903 crop was made from Altona Aug. 26. The wheat was consigned to the Lake of the Woods Milling Co. and the Ogilvie Milling Co. and inspected No. 2 northern. The first shipment for last year was made Sept. 1 from Plum Coulee.

Toronto, Ont.—Robert Hay, grain exporter of Toronto, is one of the incorporators of the Ontario Livestock Co., which will conduct hog feeding yards at different points. The first feeding station has been started at Unionville, near the grain eltr. of Robert Hay & Co. Grain fed hogs will be produced on a large scale.

Winnipeg, Man.—G. R. Crowe, pres. of the Board of Trade, states that Mr. Humphries' charges that the character of Manitoba wheat is degraded by mixing in transit are untrue. Secy. Bell of the Grain Exchange has wired Mr. Humphries a positive denial of his statements,

demanding that he withdraw his charges or produce proof.

Winnipeg, Man.—The harvest in Manitoba is about 10 days earlier than last year, tho about an average for earliness. Since terminal and interior eltrs. everywhere are empty the movement will be much easier, especially as the railways have added to their rolling stock. Complaints of a shortage of cars so far indicate the fault is in the distribution rather than in the lack of cars.

Winnipeg, Man.—The rates of the C. N. Ry. are now 4 cents per 100 pounds less than the C. P. Ry. rates. No country can equal Canada for discrepancy in railway rates to and from the same points over parallel roads. Both roads have more than they can do. Every person is wondering when the C. P. Ry. will reduce rates. The Grand Trunk Pacific is a necessity.—Campbell, McLean & Co.

Winnipeg, Man., Sept. 5.—At this date  $\frac{1}{4}$  of the grain in Manitoba,  $\frac{1}{8}$  in the territories and  $\frac{1}{8}$  in Alberta has been harvested. Aug. 22 we estimated the total wheat crop of Manitoba and the territories, if harvested free from frost, as 55 to 57 million bus. The frost the last 2 nights will reduce yield about 2 million bus. Frost does not affect oats as much as wheat.—Campbell, McLean & Co.

Fort William, Ont.—The 1,700,000-bu storage annex to Eltr. D has been completed by the Steel Storage & Eltr. Construction Co. for the C. P. Ry. The basement is of solid concrete. The upper floor is 120x140 feet with concrete floor covering the 32 steel storage tanks, which are 80 feet high and 28 feet in diameter and contain 42,000 bus. each. The crevices between these tanks are also used for storing grain.

The acreage under cultivation in Manitoba and the Northwest Territories, reports Frank O. Fowler, secy. of the Northwest Grain Dealers' Assn., in his circular No. 3, issued Aug. 15, is: Wheat, 3,123,663; oats, 1,101,333; barley, 381,135; flax, 64,639 acres. The estimated yield is: Wheat, 57,163,032 bus.; oats, 40,418,921; barley, 10,900,461; flax, 743,348 bus. The average bus. per acre are: Wheat, 18.3; oats, 36.7; barley, 28.6; and flax, 11.5 bus.

Montreal, Que.—After considerable work has been done on the large grain elevator being erected by the harbor commissioners it is found that the foundation is bad, on account of white pine piles having been used and the failure of the attempt to drive them thru stone filled cribs, the existence of which was not known to the sub-contractor nor shown on the plan under which he, W. E. Wood, took the contract. A small break has occurred in the framework of the structure.

Winnipeg, Man.—After inspecting the standards of wheat grades at Winnipeg Sidney Humphries, a miller of Bristol, Eng., says: I am more fully convinced than ever that Manitoba wheat is badly adulterated somewhere before it reaches Great Britain. Now this is most unfair to the farmer, as it seriously depreciates the value of the wheat on the old country market and causes the millers to fight shy of it. When they buy Russian, Platte or Indian wheat they know exactly what they are getting; but if they buy a shipment of No. 1 hard Manitoba, as alleged by the certificate that accompanies it, they are liable to get No. 2 northern or a grade or two lower, and the only satisfaction they can get from the broker is



a reference to the certificate. In my opinion Canadian shippers should endeavor to have their wheat sent through from the initial point of shipment to the old country by a route permitting no opportunity for mixing either at Canadian or United States points.

Winnipeg, Man.—The total warehouse and eltr. capacity in Manitoba and the territories this season will be about 40,000,000 bus., an increase of 9,000,000 bus. over last year, according to statistics compiled by the Manitoba Free Press, which on Sept. 5 gave a list of all the new eltrs. built during the year. This increase is principally owing to the firms from the United States. Most of the new eltrs. have been built along new lines of the C. P. and C. N. Rys., especially along the Kirkella extension of the C. P. Ry. On every branch of the 2 systems new eltrs. and warehouses have been built, applications for 400 sites having been made to the C. P. Ry. and 150 eltrs. having been built.

## CHICAGO.

Seth Catlin has been appointed chief grain inspector at Boston, Mass.

Thos. Bowker, of St. Louis, has become a member of the Board of Trade.

Frank G. Ely has bot a strip of land along the I. C. Ry. at 77th street and will build a 125,000-bu. eltr.

The National Cereal Milling Co. will again operate the corn mill at Cragin, having ample capital now for all requirements.

The rule against commission merchants permitting customers to draw down profits against open trades will probably be done away with. Many members are against the restriction.

Jas. A. Patten, C. H. Spencer and U. R. Denniston started Sept. 5 on a tour of inspection of the corn country along the Burlington system, the guests of Darius Miller, of the Burlington.

The directors of the Board of Trade have decided that since No. 2 hard winter wheat is a contract grade none of it could be sold from and shipped out of special bin by a regular warehouseman.

The Grain Trimmers' union has enforced a rule which prevents bosses from picking men. It is now necessary to make application at labor headquarters and the number required will be supplied.

James Pettit, of the Peavey Grain Co., has refused to serve the Board of Trade as a delegate to the annual meeting of the National Asso., because he will be too busy acting the role of The Bridegroom.

Members of the Board of Trade will ballot on an amendment to the rules increasing the commission rate on hay from \$5 to \$7.50, in carloads of 10 tons or less, and on carloads of more than 10 tons 75 cents per ton.

The little daughter of Chas. R. Odell, superintendent of the eltrs. for the Peavey Eltr. Co., was probably saved from death by fire Sept. 4 by her mother wrapping a rug about her soon after her clothing caught from a fire in the yard at their home.

The Geo. T. Sullivan Co. bucket shop has been petitioned into bankruptcy by several of its victims; and the Chicago Title & Trust Co. has been appointed receiver for any assets they may discover. The consolidated Stock Exchange, recently incorporated with \$100,000 capital,

has bot out the Geo. T. Sullivan Co. John A. Manley, one of the incorporators of the Exchange, was identified with Sullivan's business last winter and has bot the office fixtures for \$2,600.

Four boys caught stealing grain from cars Aug. 16 and 17 were taken before Judge Mack of the Juvenile Court, who severely reprimanded three of them and sent one to the John Worthy school. No doubt the rascals who were discharged will repeat the offense at the first opportunity.

The Hay & Grain Teamsters' Union has ratified the agreement reached by a committee of the employers and the union. Overtime is to be paid at the rate of 30 cents per hour and it provides for \$14 per week for drivers of 2-horse wagons and \$15.50 for drivers of those with 3 horses.

On the request of Bartlett, Frazier & Carrington the directors of the Board of Trade have decided that the firm, as regular warehousemen, cannot ship out a lot of 100,000 bus. standard oats taken into their eltr. for Goldsmith & Wolf of New York. As brokers they can take in and pay for the oats, but cannot ship them out.

Two boys were held to the criminal court by Justice Eberhardt Aug. 28 for stealing grain from a car. One of the boys admitted that "We found a hole in one of the cars; pulled out the paper stuffed in it, and let the grain run into our bags." If the justices would always hold to the criminal court the grain thieves against whom the evidence is clear the police soon could stop the stealing.

## ILLINOIS.

Campgrove, Ill.—J. S. Bocock will build an eltr.

Watson, Ill.—Abraham & Co. intend building an eltr.

Mt. Pulaski, Ill.—H. C. Suttle is improving his plant.

Lomax, Ill.—Could not do without the Journal.—E. Harvey.

Peoria, Ill.—The corn exposition will be held Oct. 12 to 24.

Vermillion, Ill., Sept. 2.—Crops are good.—Leo McDaniel.

Baileyville, Ill.—Chris Drake has completed his 8,000-bu. eltr.

Seneca, Ill.—The Seneca Grain Co. has painted and repaired its eltr.

Bearsdale, Ill.—The farmers intend organizing and will build an eltr.

Ancona, Ill.—The eltr. of Miller & Clark burned Aug. 22. Loss, \$4,000.

Mt. Pulaski, Ill.—The Farmers' Eltr. Co. will build an eltr.—Wood & Kautz.

Flora, Ill.—A. E. Shinn has bot the grain business of Chas. Austin.—C. A. T.

Bement, Ill.—Moore & Sprague have sold their eltr. to I. C. Felger, of Jeromeville, O.

White Heath, Ill.—D. W. Filer will have charge of the new eltr. for Wm. Murray.

Decatur, Ill.—The Decatur Eltr. Co. has increased its capital from \$20,000 to \$50,000.

Dwight, Ill., Sept. 8.—Good corn weather and corn doing fine.—M. L. Merritt of Merritt Bros. & Co.

Leland, Ill.—W. C. Farley has succeeded Sanderson & Farley—Wm. A. Grover, agt. Neola Eltr. Co.

Osco, Ill.—J. J. Hadley has completed an overhead grain chute from his eltr.

to the railroad track, and is building a lumber shed.

Armington, Ill.—J. C. Britt is remodeling his eltr. and increasing its capacity by about 10,000 bus.

Crandall, Ill.—Roberts, Moschel & Mosiman will tear down their old eltr. and build another on the site.

Decatur, Ill.—The first requisite to success is to send for the Grain Dealers Journal.—W. H. Dilatash.

Dayton, Ill.—The Neola Eltr. Co., of Chicago, has installed a Constant Feeder in its eltr. to handle ear corn.

Ashton, Ill.—Zeller & Hutchinson are building a 20,000-bu. addition to their eltr. and will install new machinery.

Dakota, Ill.—Graham Bros. will conduct the business here separate from that of Bokhoff & Graham Bros.—C. A. T.

Chillicothe, Ill.—The eltr. of the Turner-Hudnut Co. has had new timbers put in its foundation and also new siding.

Wellington, Ill.—Gerhard Siebens, of Minonk, has bot the 65,000-bu. eltr. of Cowen Bros. and succeeded them Sept. 1.

Ridge Farm, Ill.—W. F. Banta is renewing his Constant Feeder, purchased in 1897, with the new 70-foot B. S. C. Chain.

Mansfield, Ill.—W. R. Mersereau, formerly agt. for Rogers, Bacon & Co., Chicago, has resigned and will buy grain for himself.

Hennepin, Ill.—The Turner-Hudnut Co. has leased the eltr. of H. L. White & Co., who have discontinued the grain business.

Ellisville, Ill.—E. R. Scheckler has resigned his position as grain buyer for Buckley, Pursley & Co. and will engage in other business.

Decatur, Ill.—W. H. Dilatash has engaged in the grain business as a receiver and shipper, with offices at 211 Merchants Exchange.

Walker, Ill.—Chris. Feiker, a farmer from near Moweaqua, has bot for \$9,000 the eltr. of Walker & Snell, possession to be given Nov. 1.

Lahogue, Ill.—A. & J. B. Hubach have bot the eltr. of Richards & McKinstry Co. for about \$10,000. J. H. McKinstry will remain with the new firm.

Rochelle, Ill., Aug. 30.—With favorable weather thru September we will make  $\frac{3}{4}$  crop of corn. Oats light and of poor quality.—John Higginbottom.

Lovington, Ill.—The Decatur Eltr. Co. has bot the eltr. of J. Crawford & Son thru C. A. Burks. Nate Williams will remain with the new owners as mgr.

Morton, Ill.—Jos. Yentes has bot the grain and coal business of Tucker, Dodds & Co. and will operate the plant as the Jos. Yentes Coal & Ice Co.—C. A. T.

Peoria, Ill.—Work on the construction of the largest syrup plant in the United States will soon be begun by the Corn Products Co. The building will be 300x200 ft.

Rochelle, Ill.—John Higginbottom has taken charge of the eltr. for the Neola Eltr. Co. The firm will build 3 or 4 eltrs. on the new branch of the Milwaukee road east of Rochelle.

Tuscola, Ill.—In answer to the reports that have been circulated thru the country in papers and by letters, stating that we were financially embarrassed, will say such reports are a wilful falsehood. As to our standing we need only refer to



Baughman, Bragg & Co., bankers at Tuscola.—Tuscola Grain & Coal Co., J. C. Collins, mgr.

Gridley, Ill., Sept. 4.—Corn maturing nicely; favorable weather until Oct. 1 will give us average crop. Oats, light crop, about 60% of average. Farmers, generally, holding their oats.—Gilmore & Boies.

Medora, Ill.—Weather good. Corn looks well; some of it will need 4 weeks good weather to ripen. About all the new wheat sold and the old wheat has weevil in it and the farmers are letting it go.—C. H. Adams.

Secretary of State James A. Rose is again calling on corporations for sworn statements as to whether they are members of a trust. He also asks for \$1 to pay a member of de gang for filing it. Cough up or have your charter cancelled.

Louisville, Ill., Sept. 1.—Wheat was a failure. Oats about  $\frac{1}{2}$  annual crop. The early corn is about out of danger; half the crop will need from 3 to 5 weeks to make a crop and if frost holds off 5 weeks it will be the largest this county ever had.—Goodenough Bros.

Springfield, Ill.—The good roads commission appointed by Gov. Yates under the new law will be composed of Dewitt Smith of Springfield, Chas. D. Clark of Peoria and H. U. Wallace of the Ill. Cent. R. R. The commission will investigate road building problems in the state.

Ashton, Ill., Aug. 31.—Oats are yielding about 20 bus. of rather light weight. Corn has made big growth in the last 2 or 3 weeks. The major part will require 3 weeks yet without frost and the balance needs a month. Barring frost will have good crop of corn.—Zeller & Hutchinson.

Springfield, Ill., Sept. 8.—Corn is in a thrifty condition; some fields matured and safe from frost; considerable portion of crop ripening and filling out well; bulk of crop will probably be safe in 3 weeks. Pastures in good condition. Broom corn harvest in progress.—Government Report.

Paris, Ill., Sept. 7.—Corn somewhat late but doing nicely. Expect full crop unless frost before Oct. 1. Last year 60 to 70 bus. per acre. Oats light but good quality, average about 25 bus. per acre, which is about  $\frac{1}{2}$  crop. Not enough wheat raised here to supply local demand for flour.—Richcreek & Co.

Cairo, Ill.—The following hay and grain inspectors have been appointed by the Board of Trade for Cairo: J. B. Gillespie, Jr., chief inspector; Con Linehan, weighman, and E. J. Alred, W. P. Brown, Ira Hastings, Wm. G. Cunningham, R. L. Gregory, W. A. Redman, J. P. Redman, J. E. Redman, John P. Thistlewood and Arthur Thistlewood, as deputy inspectors and weighmen.

Rockford, Ill., Aug. 28.—Corn is about 2 weeks behind owing to heavy rains and cool nights; quite uneven. Indications are for 2-3 crop if weather continues favorable. Oats range from 20 to 35 bus. per acre; very few high test. Soft wheat very good quality, large berry, average 15 to 20 bus. per acre. Rye very much better quality than last year and runs 15 to 20 bus. per acre.—A. L. Bartlett Co.

Sibley, Ill., Sept. 5.—Threshing in this vicinity closed this week. The average yield per acre on the Sibley estate farms was 34 $\frac{1}{2}$  bus.; the total acreage sown

was 7,437. Reports from adjoining farms show about the same yield. The oats are of good color but light, testing between 24 and 30 pounds. The tendency of the farmers is to hold for better prices. Corn has made rapid advancement during the past 3 or 4 weeks and with favorable weather thruout this month will make better than an average crop. The old corn is pretty well cleaned out.—H. R. Sawyer.

## INDIANA.

Darlington, Ind.—W. B. Lynch has started work on his new eltr.

Boston, Ind.—John Bratton will rebuild his eltr. with a 15,000-bu. capacity.

Peoria, Ind.—The eltr. for the Willey Mill & Eltr. Co. has been completed by H. C. Teeter.

Judyville sta., Ind.—Sam Finney will install 4 Constant Patent Chain Feeders in his new eltr.

Finney sta., Ind.—Sam Finney has equipped his new eltr. with 2 Constant Chain Drags under the dumps.

Indianapolis, Ind., Sept. 8.—Bulk of corn safe from frost 15th to 30th; crop promises fair.—Government Report.

The contract for Indiana's splendid corn exhibit at the St. Louis World's Fair has been let to Clore and Overstreet of Johnson Co.

Shelbyville, Ind.—Wm. Nading is building a corn mill which will cost \$20,000 and when run to its fullest capacity will use 2,500 bus. of corn daily.

Rushville, Ind.—C. G. Clark is building a 30,000-bu. eltr., 100-barrel flour mill and meal and feed plant. The eltr. will cost \$15,000. No machinery purchased.

Fort Wayne, Ind.—A meeting of the Eastern Indiana Grain Dealers Asso. was held Aug. 27 at the Wayne hotel to consider matters of mutual interest. Crop conditions were discussed.

Goodland, Ind.—The C. W. Hartley Grain Co. set aside Sept. 5 as visiting day, having invited the farmers of the vicinity and their families in to inspect its new eltr. on that day between the hours of 10 and 4.

Blackhawk, Ind., Sept. 4.—New crop of corn is coming out nicely; acreage is larger than last year and will make up for the reported shortage. Oat harvest very short; about  $\frac{1}{2}$  crop and of an inferior grade.—G. C. Smith, agt. Bartlett, Kuhn & Co.

Blackhawk, Ind.—Bartlett, Kuhn & Co. are building an 18,000-bu. storage eltr. for ear corn. They now have cribs with a capacity of 5,000 bus. The new eltr. requires a ground space of 265x18, 24 feet to top of dump. Gasoline power will be used on sheller and drags.

## IOWA.

Mineola, Ia.—Nipp & Kruse have repaired their eltr.

Ossian, Ia.—Gilchrist & Co. have reshingled their eltr.

Elberon, Ia.—H. S. Johnson has removed to Wilmont, Minn.

Mitchellville, Ia.—Dennitson & Partridge are improving their eltr.

Harlan, Ia.—Dow & Sandham will add coal and lumber to their business.

Rolfe, Ia.—The Rolfe Grain Co. has covered its eltr. with galvanized iron.

Rensen, Ia.—Jos. H. Ahmann has succeeded Eichhorn & Ahmann.—C. A. T.

Chatsworth, Ia.—Wm. Olson has opened the eltr. for the Sioux Grain Co.

Sexton, Ia.—G. D. White, of Wesley, is mgr. for the Reliance Eltr. Co. at Sexton.

Britt, Ia.—Henry Brown has taken charge of the eltr. for the Peavey Eltr. Co.

Livermore, Ia.—J. Meusey has charge of the eltr. for the Great Western Eltr. Co.

Keota, Ia.—Smith & Lewts will build a \$2,500-eltr. which will be 30x40 and 45 feet high.

Roland, Ia.—The Marshall Eltr. Co. has reopened its eltr. with J. E. Thompson as mgr.

Dumont, Ia.—V. D. Munger has succeeded D. G. Shreve as agt. for the Anchor Grain Co.

Boyden, Ia.—The Hunting Eltr. Co. is improving its eltr. and will install a gasoline engine.

Sioux City, Ia.—J. H. McKeane will represent the McCaul-Webster Eltr. Co. again this season.—C. A. T.

Cedar Falls, Ia.—The Great Western Cereal Co. has opened its mills which have been closed for a year.

Somers, Ia.—C. C. Smith, grain dealer, has bot a half interest in and become editor of the Somers News.

Haskins Sta., Washington P. O., Ia.—Alfred Hillhouse will have charge of the new eltr. for the Neola Eltr. Co.

Ridgeway, Ia.—The farmers' eltr. is annoying the regular grain dealers very much in this locality.—C. A. T.

Gruver, Ia.—Hans J. Reis, of Armstrong, has bot the eltr. of the Devereux Eltr. Co. Brownell Jacobson will remain in charge.

Pocahontas, Ia.—J. A. Gibson has succeeded S. B. Fritz as mgr. of the eltr. for the Chicago Grain & Eltr. Co., Mr. Fritz having resigned.

Germania, Ia.—The Germania Grain & Stock Co. has installed 1 of Philip Smith's Improved Overhead Wagon Dumps in its eltr.

Woodbine, Ia.—Isaac and Wm. H. Decou, grain dealers, are pres. and vice-pres., respectively, of the newly organized Woodbine Milling Co.

Maple Hill, Ia.—Hans Reis, of Armstrong, has purchased the eltr. of the Devereux Eltr. Co. C. J. Anderson will remain in charge of the eltr.

Chester, Ia.—H. B. Nichols, who recently sold his eltr. to Wm. Light, has re-purchased it and will make shipments this year as usual.—C. A. T.

Creston, Ia.—Martin & Slack, commission, having been unable to get a wire into Creston, have closed their office and retired from business in this city.

Arthur, Ia., Sept. 1.—The small grain yield is light here this year. The prospect for corn is good if frost holds off 3 weeks.—E. A. Shaw, agt. Northern Grain Co.

St. Ansgar, Ia.—The new grain firm of J. E. Koch & Co. is operating one of the eltrs. O. H. Koch, a director in the Citizens National Bank, is one of the partners.—C. A. T.

Garden City, Ia., Sept. 4.—Corn about 3 weeks late and very uneven; early planting will be out of frost by the last of Sept. Oats about half a crop, the average about 30 bus. per acre and of a light weight. No wheat or barley raised in



this section of the country. Very little grain moving at this station owing to the outlook of the corn crop.—Peter Eide, agt. Diamond Grain Co.

Anita, Ia.—The Wesley Eltr. Co., of Wesley, has bot and will operate the eltr. of F. M. Percy. J. D. Young, who has been mgr., will continue with the new firm at least for a while.

Albia, Ia., Aug. 28.—Crops of all kinds are light in this part of the state, except hay, which is very heavy. Corn will not make over half a crop and there will be but few oats to ship.—Wilkin Grain Co.

Sheldon, Ia.—C. R. Green, formerly with the Spencer Grain Co., has succeeded O. A. Streater as representative of E. P. Bacon & Co. in western Iowa, Minnesota, Nebraska and the Dakotas.—C. A. T.

Hawarden, Ia.—One car each of winter wheat and winter rye will be shipped in by the McCaull-Webster Eltr. Co., for farmers who will try to grow winter grain, as the spring crops have become almost a failure.

Hamburg, Ia.—D. Hunter, pres. of the Grain Dealers Union, was married Sept. 2 at Kansas City to Mrs. Hayes, of that city. The bride and groom will attend the annual meeting of the National Asso. in Minneapolis, Oct. 6-8.

Charles City, Ia., Sept. 2.—Oats are yielding on an average about 8 bus. to the acre; the largest yield per acre was 28 and the smallest about 4 bus. All very light weight and poor color.—Fred Faulkner, Cedar Rapids.

Gray, Ia.—The Westbrook-Gibbons Grain Co., of Omaha, has bot the eltr. and warehouse of John Liken & Son. Mr. Liken will build an eltr. on his ranch and put in dumps and engine and will buy grain to feed and to speculate on.

Clear Lake, Ia., Sept. 3.—Our small grain crop is turning out very poor. Oats are yielding about 25 bus., on an average of very light weight. Corn is still in the balance. Rather a poor prospect for this season's business.—S. J. Clausen.

Clear Lake, Ia.—S. J. Clausen has bot the eltr. formerly operated by P. M. Ingold, which is located on the Mason City & Clear Lake Electric Ry. The electric road connects with the C. & N. W. and the C. G. W. and the Iowa Central Rys.

Fairfield, Ia., Aug. 25.—Corn improving but rain badly needed in the southeastern part of the state. Oats harvested in good shape, but light yield from thrasher. Hay crop put up in good condition, quality and quantity good.—G. D. Henry.

Wesley, Ia.—Since inserting my ad I have procured 2 eltrs. I am in touch with several other propositions and will no doubt be able to close on some more, all of which came thru the recent ad run in the Journal.—Julius Kunz, secy. Wesley Eltr. Co.

Laurens, Ia.—The Tiedeman Eltr. Co., successors of J. A. Tiedeman & Co., of Fonda, has bought the eltrs. of DeWolf & Wells at Laurens, Havelock and Curlew. DeWolf & Wells will continue their general office at Laurens and will extend their line in other directions.

Des Moines, Ia., Sept. 8.—Week dry, except light local showers, with cold nights and several warm days. Corn doing fairly well but not maturing rapidly enough to relieve anxiety as to future safety. Excellent progress in plowing and preparing for fall seeding.—Government Report.

Lansing, Ia., Sept. 4.—Oats are poor; barley good kernel, but colored. Little winter or spring wheat, the latter shrunk. Corn is not out of danger of frost and bottom land has no show this season, being too wet; take it all thru only small quantities will be marketed. Hay excellent, lot of it and secured.—Nieler & Co.

Morrison, Ia., Sept. 2.—Shock threshing just about done. Oats yielding from 15 to 35 bus. and testing 18 to 26 pounds. Barley fair weight but poor color; yielding 15 to 35 bus. Corn dented some and husks beginning to turn yellow; need 10 to 20 days good corn weather to make safe. Not much grain coming to market as yet; farmers are holding to see outcome of corn crop, as they think a frost would send up prices.—Geo. A. Tucker.

Des Moines, Ia., Sept. 10.—[Special].—On Sept. 1, 4 per cent of the corn has matured. If no frosts occur 31 per cent will mature by Sept. 15 and 67 per cent by Oct. 1. The oat yield, on a basis of 32 pounds per measured bu., will average 25 bus. per acre; 2½ per cent will test 30 pounds or better; 9 per cent, 28 to 30 pounds; 44 per cent, 24 to 28 pounds; 43 per cent, under 24 pounds. Of the crop 42 per cent has been stacked. The average yield of barley is 25 bus. per acre of which 31 per cent is malting grade.—Geo. A. Wells, secy. Iowa Grain Dealers' Assn.

## KANSAS.

Wilson, Kan.—J. H. Claussen has enlarged his eltr.

Chapman, Kan.—C. Taylor will rebuild and enlarge his eltr.

Jetmore, Kan.—The eltr. for the Rock Grain Co. has been nearly completed.

Hoyt, Kan.—Clyde Thompson has taken charge of the eltr. for his father, S. J. Thompson.

Lyndon, Kan.—Wm. Ruggs is scooping on the M. P. Ry. for the Morrison Grain Co., of Kansas City.

Neodesha, Kan.—The Bauman Grain Co. will open a baled hay market in connection with its eltr.

Lucas, Kan.—The eltr. of J. H. Claussen burned Aug. 25. It is being rebuilt with enlarged capacity.

Windom, Kan.—The farmers will organize in the near future to build an eltr. or buy on the scoop shovel plan.

Ludell, Kan.—The Central Granaries Co. is installing new machinery furnished by the York Foundry & Engine Works.

Seneca, Kan.—Thompson & Burberry have succeeded Kramer, Burberry & Thompson. August Kramer has succeeded John Wempe.

Hollis, Kan.—The Duff Grain Co. is repairing its eltr., the machinery and supplies being furnished by the York Foundry & Engine Works.

Blue Rapids, Kan.—The Blue Rapids Milling & Eltr. Co. has bot the eltr. and coal business of W. F. Peacock and takes possession about Sept. 10.

Topeka, Kan.—The assistant attorney general of Kansas is visiting a number of counties in the southwestern part of the state to enforce the collection of seed grain loans.

Hiattville, Kan., Sept. 3.—Corn will make about ½ crop and the acreage is small compared with last year. Flax is very poor; hay crop light, but quality fine.—R. T. Williams.

Whitecloud, Kan.—The Whitecloud Mill & Eltr. Co. has reorganized as the Farming Mill & Eltr. Co. with \$12,000 capital and has let the contract for the erection of a mill and eltr., each having larger capacity than the ones burned.

Topeka, Kan., Sept. 8.—Early corn maturing rapidly; cutting progressing. Late corn growing rapidly, in roasting ears; central needs rain and heat. Plowing nearly finished; wheat sowing begun. Prairie haying nearly done; fine crop and large yield. Third crop of alfalfa stacked.—Government Report.

Cedarvale, Kan.—J. R. Marsh is building an eltr. It will be equipped with a Sandwich Sheller, Minneapolis Thresher, Bowsher Grinder, 3-high roller mill, and bolter, with eltr. stands to run the grain to any part of the house. A Thompson-Lewis Gasoline Engine will be installed. He will also run a duplex pump to supply the city with water.

Maize, Kan.—John Houson has been arrested in Wichita for receiving money under false pretenses from J. T. Morris, of Maize. Houson sold 1,200 bus. of wheat to Mr. Morris for \$700 and received \$100 in a check which he cashed at once. On investigation no wheat was found belonging to Houson or which he could have had authority to sell.

Emporia, Kan.—A detective in the Santa Fe yards found the seals broken on 20 cars and a trail of wheat, from a leaking sack, to the home of Robert Ray, who it was found had been selling wheat to a mill. Ray is held for trial. Had the railroad kept a watchman on duty the cars could not have been entered and 20 shippers would not be facing a shortage on arrival at destination.

Windom, Kan., Sept. 4.—Wheat in this locality is yielding from 4 to 23 bus. per acre; it has been damaged by rain, the shock wheat especially is blacked and sprouted some. The headed wheat is good color but damp to some extent; have but little No. 2. The average yield is 10 bus. Oats are very light, but a good yield per acre is reported. Corn will make around 60% of a crop this year.—J. H. Ellwood.

## MARYLAND.

Baltimore, Md.—Pres. Gorman of the Chamber of Commerce has appointed Geo. C. Jackson, John M. Dennis, Robert Ramsay and Walter Kirwan a committee to induce the railroads to end the discrimination against Baltimore in the export grain trade.

## MICHIGAN.

Join the state asso. Help to promote your business interests. Write Secy. Ewer today.

Gaines, Mich.—Judson Bros. have bot the eltr. of O. M. Atherton. Geo. Judson, of Argentine, will have charge. Judson Bros. also have eltrs. at Flushing, Durand and Burt.

Detroit, Mich.—Reynolds Bros., of Toledo, O., have leased the Wabash terminal eltr., which has a capacity of 1,250,000 bus., and will operate it in the extension of their export trade.

Holly, Mich.—The Mt. Clemens Hygienic Food Co. incorporated, \$150,000 capital, has succeeded the Holly Milling Co. and acquired the plant of the Mt. Clemens Health Food Co. and will operate it after installing new machinery. The officers are: Chas. H. S. Poole, pres. and



treas.; John Lane, vice-pres.; Jas. R. Barkham, secy. Headquarters will be at Holly.

Merrill, Mich., Sept. 2.—Wheat is a light crop but of good quality. Oats very light, yielding from 20 to 25 bus. per acre. Corn needs about 3 weeks of warm weather. Beans look good; if we get dry weather to harvest will be a large crop.—P. L. Perkins.

Lansing, Mich., Sept. 8.—Corn well eared and generally improved but continues backward and is maturing slowly. Buckwheat well filled and promising. Beans maturing slowly, but continue promising. Rye seeding general, and winter wheat seeding begun.—Government Report.

Galesburg, Mich., Aug. 31.—We have the best wheat crop harvested in several years. The average yield reported by farmers is about 20 bus. per acre. Oats are a light crop and test light. Corn will be an average crop if not nipped by the frost; about 2 weeks later than usual.—A. K. Zinn.

## MINNEAPOLIS

Memberships in the Chamber of Commerce are selling for \$3,000.

Tests of the breadmaking qualities of macaroni wheat recently made by the Regan Baking Co. have been very successful. The bread is more cream colored than hard wheat bread and is sweeter and more nutritious than ordinary bread, says the foreman of the bakery.

Jas. Marshall, pres. of the Chamber of Commerce, has returned from a 3-months' trip abroad and a visit to his boyhood home in Scotland. His trip extended thru England and Ireland and he also spent some time in Amsterdam. Mr. Marshall was met in Chicago by Secy. Rogers, P. B. Smith, C. E. Lewis, Chas. Marshall, Henry Little, Gus Ewe, J. W. Holt and C. Berhoff, of the Chamber of Commerce.

A number of new eltrs. have been erected during this summer. During the first 2 days of issuing licenses we have issued 1,275, which is unprecedented for so short a time. The licenses expire annually, on the last day of August, but they can be obtained any time. For the season of 1901-1902 we issued 1,549 eltr. licenses, as compared with 1,593 for last year, an increase of forty-four. In view of the erection of new houses, and the opening of many of the old, which were closed last year, I expect the number of licenses issued for this next year will far exceed the number of any previous year. There are a number of eltrs. in the northern part of the state which were closed last year on account of the failure of the crops in that region from hailstorms. All of these are going to open again and do business.—Henry Feig, supervising inspector of country eltrs.

## MINNESOTA.

Hammond, Minn.—R. E. Jones Co. will build an eltr.

Barry, Minn.—Fred J. Reynolds is building a 14,000-bu. eltr.

Humboldt, Minn.—The Red Lake Falls Milling Co. is building an eltr.

Belview, Minn.—H. C. Engeman is agt. for the Great Western Eltr. Co.

Delavan, Minn.—Thos. Jensen will take charge of the eltr. for the W. W. Cargill Co.

Degraff, Minn.—G. L. Ellsworth will buy grain for the Cargill Eltr. Co.

Muskoda, Minn.—O. M. Larson will buy grain for the Federal Grain Co.

Newhouse, Minn.—E. J. Foss will buy this year for L. N. Loomis.—C. A. T.

Hendrum, Minn.—The Peavey Eltr. Co. has torn down its annex and removed it.

Simpson, Minn.—B. F. Dunford is agt. this year for the American Malting Co.

Russell, Minn.—L. M. Vaughan, of Jasper, is local agt. for the Interstate Grain Co.

Campbell, Minn.—The Jenkins Eltr. Co. of Fargo, N. D., is building a 20,000-bu. eltr.

Adrian, Minn.—The Peavey Eltr. Co. has closed its eltrs. at Adrian and Magnolia.

Slayton, Minn.—The Benson Grain Co. has opened its eltr. with M. P. Kennedy in charge.

Wanamingo, Minn.—The R. O. Lund & Sons Eltr. Co. has succeeded R. O. Lund.—C. A. T.

Racine, Minn.—W. H. Pierce, of Dexter, has bot the eltr. of the American Malting Co.

Verndale, Minn.—Andrews & Gage have reopened their eltr. with Geo. Painter as mgr.

Stewartville, Minn.—W. H. Pierce, of Dexter, has bot the eltr. of the American Malting Co.

Hendrum, Minn.—The Minneapolis & Northern Eltr. Co. has installed an 8-h. p. Otto Engine.

Atwater, Minn.—Dahl & Anderson have let the contract for the rebuilding of their eltr.

Breckenridge, Minn.—P. Smith has succeeded Chas. Humkins as buyer for Andrews & Gage.

Rice, Minn.—The Gooding Coxe Co. has leased the eltr. of John Gazett and will operate it.

Org, Minn.—The eltr. of the Hubbard & Palmer Co. has been opened with Chas. King in charge.

Granada, Minn.—The Granada Grain & Implement Co. has completed improvements on its eltr.

Rothsay, Minn.—The Rothsay Eltr. Co. has built an office, improved eltr. and installed dump scales.

Osakis, Minn.—J. B. Johnson has improved his eltr., raised the cupola and installed new spouting.

Winona, Minn.—The Atlas Eltr. Co. has refitted Eltr. A and will use it as a barley cleaning station.

Lawndale, Minn.—The Rothsay Eltr. Co., Rothsay, will build an eltr. R. S. Higgins will buy grain.

Grogan, Minn.—Paul Larson, formerly at Ottawa, has taken charge of the eltr. for the Anchor Grain Co.

Duluth, Minn.—The Marfield-Griffiths Co. has opened an office in the Board of Trade building.—C. A. T.

Airlie, Minn.—H. Lambie has opened the eltr. for the W. W. Cargill Co., succeeding Percy Aikin as agt.

Lake City, Minn.—Wm. Wilson has succeeded Bouton & Wilson, the firm having been dissolved.—C. A. T.

Doran, Minn.—Peder Nord, of St. Thomas, N. D., has succeeded John Waite as buyer for the St. Anthony & Dakota Eltr. Co.

Dinsdale, Minn.—The Clinton Grain Co. has bot the eltr. from Oscar Casey. Chas. Mason will continue to operate it.

Rice, Minn.—The Powers Eltr. Co. will convert its eltr. here into a cleaning and mixing house for its No. Dakota eltrs.

Duluth, Minn.—The first shipment of new wheat arrived at Duluth Aug. 21, and consisted of 5 cars from Wahpeton, N. D.

Georgeville, Minn.—The Osborne-McMillan Eltr. Co. has built an eltr. on the site of the eltr. recently blown from its foundation.

Henning, Minn.—The Washburn-Crosby Co. has bot the eltr. of the Great Western Eltr. Co. and will remove it to the Soo line.

Hallock, Minn.—The eltr. of the Woodworth Eltr. Co. has been repaired and a new dump scale installed. Geo. Thompson will have charge.

Rice, Minn., Sept. 1.—Threshing has commenced. Wheat turning out from 12 to 18 bus. Rye good yield.—C. H. Flowers, agt. Powers Eltr. Co.

Wilmont, Minn., Sept. 7.—The crops here are light; oats from 20 to 24 pounds per bu. Barley nothing but feed; wheat fairly good.—H. S. Johnson.

Granada, Minn.—H. W. Crisman, formerly with the S. Y. Hyde Eltr. Co. at Le Sueur Center, has accepted a position with the same firm at Granada.

Fairmont, Minn.—The Wohlheter Eltr. Co. has elected the following officers: Valentine Wohlheter, pres.; E. C. Stowe, vice-pres.; Geo. Wohlheter, secy.

Duluth, Minn.—R. D. Haig, who was for several years manager of the branch office of the H. Poehler Co., has engaged in the grain commission business on his own account.

Brewster, Minn.—The St. John Grain Co. of Heron Lake, has purchased the eltr. of D. H. McKellar, giving stock in the company in payment. Mr. McKellar will remain in charge of the eltr.

Perley, Minn.—The Peavey Eltr. Co. has changed from horse power to gasoline, having installed a 6-h. p. Fairbanks-Morse engine. Improvements are being also made on the house and coal shed.

Duluth, Minn.—The Ball Eltr. Co. incorporated, \$10,000 capital, to handle, buy, sell and store grain. Incorporators, John H. Ball, pres. and treas.; Robert Dunn, vice-pres.; and Herbert R. Spencer, secy.

Glenwood, Minn.—The Woodworth Eltr. Co., the Osborne-McMillan Eltr. Co. and the Prairie Eltr. Co. will erect 30 eltrs. on the new Soo extension north from Glenwood. The Prairie Eltr. Co. is backed by the Washburn-Crosby Co.

Lafayette, Minn.—At a recent meeting of the stockholders of the Lafayette Farmers' Eltr. Co. the following officers were elected: J. K. Peterson, pres.; P. A. Retrum, secy.; Claus Olson, treas.—P. A. Retrum, secy. Lafayette Farmers' Eltr. Co.

Kenyon, Minn.—The Milwaukee Eltr. Co. will erect eltrs. at Kenyon, Bombay sta., and at the first station west of Kenyon on the new branch of the Milwaukee road. The buildings will be the same size, 30x30 ft. and 35 ft. high to the plate, cribbed to the same height.

Childs, Minn.—D. D. Waite, who commenced buying grain for the St. Anthony & Dakota Eltr. Co. Dec. 7, 1887, is still in the harness and on Aug. 22 received 112 loads of wheat, or 7,687 bus., which



is the record at Childs. Dave takes the Grain Dealers Journal and says it is all right.

Odin, Minn., Sept. 2.—Farmers have now finished stacking and are waiting to thresh, but damp cloudy weather will delay threshing for some time. Early planted corn needs warm weather all this month to mature and late planted corn will not mature this year.—A. S. Jorgenson, agt. Bingham Bros.

The Wohlthet Eltr. Co., whose members have been long and favorably known to receivers in terminal markets as "Ward & Cadwell Co.," states that it will operate 7 eltrs. this year in Minnesota and South Dakota. Their business has been gradually extended along safe and conservative lines.—C. A. T.

Sauk Center, Minn.—A. E. Erwin, mgr. for the Stedman Eltr. Co., was the victim of an attempt at hold up Aug. 26 at his home in Sauk Center. He was shot thru the shoulder by a masked man after having closed the door upon being demanded to deliver his money. Mr. Erwin was not injured seriously.

Airlie, Minn.—The S. Y. Hyde Eltr. Co. has just completed remodeling its eltr., having put in 12 bins and built an addition for feed, salt, etc., and another for flour. A 22-ft. scale with controllable dump, outside scales for coal and 6-h. p. Fairbanks Gasoline Engine have been installed. W. J. Schueller is agt.

Rothsay, Minn., Sept. 3.—Considerable wheat threshed here; yield from 10 to 25 bus. per acre. Flax about 10 bus. Wheat of rather poor quality, grades mostly No. 2; very little No. 1. Nearly all wheat in this vicinity contains more smut than last year. Oats turned out very poorly. Very little wheat and flax will be loaded on track here this year.—O. Lein, agt.

Perley, Minn., Aug. 24.—The crops in this vicinity of the Red River valley will be the best for 5 years; cutting is all done except flax. Wheat will yield from 22 to 25 bus.; barley is going about 40 to 45; oats also will be good and flax was never better. Everything is in the shock without a severe storm the whole season.—V. L. Burgess, agt. Minneapolis & Northern Eltr. Co.

Lansing, Minn.—W. Cronan, a brother of John Cronan, the well-known Rose Creek grain dealer, has just completed an eltr. of 18,000 bu. capacity, which cost him \$3,000. It is equipped with an 8-h. p. gasoline engine and dump scale. Mr. Cronan was formerly agent for the Nye-Schneider-Fowler Co. at Fairmont, Minn., where he acquired the reputation of being a "hustler."—C. A. T.

St. Paul, Minn., Sept. 8.—Stacking, shock threshing and late flax cutting progressing well in north half with dry weather until 6th. Cloudy and damp weather in south seriously delayed threshing and stacking and continued to damage shocked and stacked grain. Early corn ripe but most needs 2 weeks of warm weather. Frost on 4th and 5th in north, but without injury.—Government Report.

The only important change made by the Minnesota Board of Grain Appeals in the rules for grading at its meeting Aug. 31 was in the definition of No. 1 northern spring wheat. The new rule is: No. 1 northern spring wheat must be sound and well cleaned. It may be composed of hard and soft varieties of spring wheat, but must contain a larger portion of the hard varieties and must weigh not less than 57 pounds to the measured bu. The

old rule read "must be composed equally of the hard and soft varieties."

## MINNESOTA LETTER.

Chokio, Minn.—The eltr. for Mahoney Bros. has been completed.

Beardsley, Minn.—C. B. Westfall is building an annex to his eltr.

Morris, Minn.—F. J. Schlattman has bot the eltr. from the Farmers' Eltr. Co. for \$970. Mr. Schlattman will organize a company and intends opening the eltr. Sept. 10 with Louis Thode as mgr.

Cyrus, Minn.—The Farmers' Eltr. Co. has installed 2 new conveyors and made general improvements thruout the eltr. John S. Thompson will be buyer and mgr. this year, H. C. Esterby having resigned as mgr. and secy.

Chokio, Minn.—The Farmers' Eltr. Co. has been reorganized and has built a brick engine house, installed a new direct loading spout and made other general improvements. Alex Johnson is mgr. and Oscar Peterson is buyer.

Hancock, Minn.—Heavy rains here on Aug. 27 and 28 will delay the threshing. Grain stacking about 2-3 done in this territory. The crops are good at Chokio but on account of too much rain the quality will be off grade.—F. W. W.

## MISSOURI.

Weaubleau, Mo.—Monroe Murray has succeeded Hardy Bros.

Kansas City, Mo.—The Linton-Williams Grain Co. incorporated, \$10,000 capital. Incorporators, Fred R. Linton, Addison Clark and Harry E. Williams.

St. Louis, Mo.—The warehouse of the Luehrman Bros. Hay & Grain Co. burned recently with a quantity of grain and 60 car loads of hay. Loss \$10,000.

St. Joseph, Mo.—The arrivals of grain are much larger than last year and the shipments thru this point of Kansas and Oklahoma wheat to Minneapolis millers are larger than ever.

Hearings on the proposed reduction in freight rates will be held by the Missouri Railroad & Warehouse Commission at the Coates house, Kansas City, Oct. 6-9, and at the Southern hotel, St. Louis, Oct. 12-16. Each of the 9 days' sessions will begin at 9:30 a. m.

Kansas City, Mo.—Officials of the Santa Fe claim their embargo on grain shipments to Kansas City is justified by the delay in unloading at Kansas City. It is alleged the average time returning cars consigned to Kansas City is 18 days; and that the cars could be hauled to Chicago and returned in 1/2 the time.

St. Joseph, Mo.—The R. T. Davis Milling & Mfg. Co., which was established in 1882, is bankrupt; and C. F. Enright has been appointed receiver. The failure is attributed to losses sustained during the recent flood at Kansas City, the company's branch house there having been completely destroyed. The principal creditors are Edw. Dameron, of Clarksville, Mo.; John J. Tootle and the Farmers' Investment Co., of St. Joseph, and the claims filed amount to \$76,310, with liabilities placed at \$135,000. The company will resume business as soon as possible.

Columbia, Mo., Sept. 4.—Taking the state as a whole the month of August has been favorable to the development of the corn crop, most counties showing an improvement during the month. The rainfall has been sufficient except in a few counties and the only adverse condition

of weather has been the cool nights which retard rapid growth and lessen the chances for all the crops to escape frost. A few counties in the southeastern section show a decline of a few points during the month. Correspondents estimate that 23% of the whole crop in cultivation had not reached the roasting ear stage on Sept. 1, and it is certain that without an unusually late and favorable season but little of this 23% of the crop will make merchantable corn. The chances are, however, that it will make a great amount of excellent fodder and stalk corn that can be profitably used in feeding, provided frost does not occur before the average date of the first killing frost in this state, which is October 14th. The other 77% of the crop which has reached the roasting ear stage or is more advanced should all make a fair crop and be safe from frost by October 1. Considerable of it in the southern part of the state is dry enough at this date to be entirely safe from frost. The present average condition for the state is 77, exactly the same as the average condition on Sept. 1 for the previous 5 years, but it is 31 points below the condition in the state one year ago; but the crop of 1902, it should be stated, was the highest record crop of the state. The greatest improvement in the state during the month was made in the northwest and central sections, both showing a gain of 11 points. The southeast section on the face of the reports shows a decline of nearly two points, but the heaviest decline as a rule is in counties having the least acreage, hence the actual condition in that section remains about the same.—Geo. B. Ellis, secy. State Board of Agriculture.

## NEBRASKA.

Funk, Neb.—L. T. Booking has built an addition to his eltr.

Ong, Neb.—Osterburg & Co. have dissolved partnership.—C. A. T.

Wood River, Neb.—The Wells-Hord Grain Co. is repairing its eltr.

Arberville, Neb.—L. S. Loomer has bot the eltr. of J. W. James & Bro.

Stella, Neb.—J. W. Jameson & Co. have succeeded Jameson Bros.—C. A. T.

Sweetwater, Neb.—John Terry has bot the eltr. of W. F. Richardson & Co.

Verdon, Neb.—The 9,000-bu. eltr. for Heinzelman Bros. has been completed.

Turlington, Neb.—T. W. Fisher has charge of the eltr. for the Duff Grain Co.

Ord, Neb.—The Ord Milling, Grain & Live Stock Co. incorporated, \$20,000 capital.

Clay Center, Neb.—The Nebraska-Iowa Grain Co., of Omaha, will build a large eltr.

Thurston, Neb.—The eltr. for the Holmquist G. & L. Co. has been completed.

Osmond, Neb.—S. C. Fox, of McLean, will have charge of the new eltr. of C. O. Shannon.

Plymouth, Neb.—Can't afford to be without the Grain Dealers Journal.—H. W. Ellermeier.

Edholm, Neb.—Twamley & Son, of Omaha, will equip their eltr. with an improved Hall Distributor.

Rokey, Neb.—H. B. Hagle, of Hallam, has rented the eltr. of J. F. Hay, who has had a gasoline engine installed.

Benedict, Neb.—L. R. Bickley, formerly with the company at Waco, has been ap-



pointed mgr. for the Foster Grain Co. at Benedict.

Herman, Neb.—The Crowell Lumber & Grain Co. has installed an improved Hall Distributor in its new eltr.

Saronville, Neb.—The eltr. of the Farmers' Eltr. Co. has been enclosed with iron imitation brick siding and corrugated iron roofing.

Adams, Neb.—W. E. Bryson has taken charge of the eltr. for the Central Granaries Co. M. P. Pillsbury will attend to business at the office.

Thurston, Neb.—B. F. McDonald will buy grain for the American Grain Co. The eltr. for the Holmquist Lumber & Grain Co. has been completed.

Elm Creek, Neb.—The Westbrook-Gibbons Grain Co. is remodeling its eltr. and installing new machinery furnished by the York Foundry & Engine Works.

Nora, Neb.—M. L. Claton, agt. for the Nye-Schneider-Fowler Co., was married Aug. 19 to Miss Bessie Lanham. After a short trip they will reside in Nora.

Maywood, Neb.—The Maywood Milling Co. is increasing its eltr. capacity and installing new machinery furnished by the York Foundry & Engine Works.

Waterbury, Neb., Aug. 24.—Grain poor; corn good. If frost stays off two weeks more will have one of the largest corn crops we ever had.—Waterbury State Bank.

Stamford, Neb.—W. N. Clark is remodeling his eltr. and installing a Howe Gasoline Engine and other machinery furnished by the York Foundry & Engine Works.

Cambridge, Neb.—The Farmers' Eltr. Co. will build an eltr. and install a Howe Gasoline Engine and a 200-bu. hopper scale bot from the York Foundry & Engine Works.

Dorchester, Neb.—The Farmers' Eltr. Co. will equip its eltr. with a Howe Gasoline Engine, 500-bu. hopper scale and 4-ton wagon scale furnished by the York Foundry & Engine Works.

Blue Springs, Neb., Sept. 2.—The corn crop is doing well in this section, and if favorable weather lasts thru September a fairly good crop is a certainty.—Wm. Craig, mgr. Blue Springs Farmers' Eltr. Co.

Lincoln, Neb., Sept. 8.—Threshing and haying have progressed rapidly. Corn has advanced nicely but needs warmer weather. Plowing well advanced and wheat sowing beginning generally.—Government Report.

Big Springs, Neb.—F. H. Wolf, who is associated with Sudman & Fish Co., of Chappell, as the "Big Springs Mercantile Co.," intends to ship grain this season to eastern markets. A large proportion of the crops raised in this locality find a profitable sale to feed dealers at Denver, who are often compelled to pay "fancy" prices.—C. A. T.

Nora, Neb., Aug. 31.—All the wheat being threshed out of the shock now is in bad shape and grading No. 4 and no grade. Corn is maturing fast and will be out of danger of frost in about 10 days or 2 weeks. Average yield of wheat is about 15 bu. to the acre and oats about 30 bu. —Chas. E. Johnson, temporary agt. Nye-Schneider-Fowler Co.

Benedict, Neb., Aug. 26.—We are having very wet weather which is damaging the grain still remaining in shock, of which there is considerable. Wheat is

threshing out 15 to 25 bu. of fair quality, except in the district damaged by hail. Corn is doing nicely and with 3 weeks of favorable weather the yield will be good. —L. R. Bickley.

#### NEBRASKA LETTER.

Auburn, Neb.—The eltr. for L. L. Corryell has been completed.

Murray, Neb.—The Jones Grain Co., of Nebraska City, has bot the eltr. of Walker & Pitman.

Rising City, Neb.—The Nebraska Eltr. Co. has bot the eltr. of the Farmers' Business Assn.

St. Libory, Neb.—The Westbrook-Gibbons Grain Co. has bot the eltr. of the St. Libory Grain Co.

Sutton, Neb.—The Nebraska-Iowa Grain Co. will build an eltr. to be completed in a month or 6 weeks.

W. P. Dickenson, of Fairbury, and A. M. Vandell, of Loomis, have recently joined the Nebraska Grain Dealers Assn.

The secretary of the Nebraska Grain Dealers Assn. has found that many of the dealers did not know what kind of instructions to give to their St. Louis commission houses, to assist in reform. He has therefore had a "sticker" printed reading as follows: "This shipment to be weighed under the supervision of the St. Louis Merchants Exchange Weighing Bureau." He has mailed a bunch of these to each of his members requesting that they attach one to each shipping notice or advice of shipment made to the St. Louis market. In this way it is hoped to secure the concerted action of his members in this direction.

Nebraska has had its share of wet weather during the past month, but from reports received from different dealers thruout the state, it is believed that if frost will hold off until the 20th of September, there will be more corn raised than last year, and of a better quality. The eastern part of the state is in worse condition than any other, there having been much more rain in this portion. The corn seems to be filled out well and all that is necessary is good warm weather and a late frost to allow it to mature. Generally wheat was damaged very much by the heavy rains, as but very little of it was stacked, which will make but very little good wheat in Nebraska, most of it grading 4 or no grade. In some parts, however, small grain is turning out very well, and it was found that the rains had not damaged it as much as was feared before threshing was begun.

At the last meeting of the Nebraska Grain Dealers Assn. this organization decided to establish an inspection and weighing bureau for the purpose of establishing Nebraska grades and weights on grain. Mr. Holmquist, Mr. Levering and Mr. McConaughy were appointed to draft rules and regulations which were reported and acted upon at the meeting. President Holmquist afterwards appointed the following as Inspection and Weights Committee, Messrs. Crittenden, Updike and Abbott, and this committee has been hard at work trying to get the system under headway. Several meetings have been held with the result that applications for inspectors and weighmasters have already been received from Lincoln, Rulo and Holdrege, but no appointments have been made as yet. The committee are now securing samples of all classes of grain to be used as standards, and these will be held by the secretary of the asso-

ciation, where all meetings of inspectors and weighmasters will be held. These inspectors and weighmasters will receive their salaries from the asso. and all fees for inspection will be turned over to that body, thereby making the inspectors and weighmasters directly responsible to the asso. This seems to be a move in the right direction, for it is a regrettable state of affairs that a state raising as much grain as Nebraska has been obliged to contribute its share of credit in its grain shipments to the grades of other markets. It is hoped that in the very near future Nebraska grades of grain will occupy a position among the other grades of the country that its quality of grain justly deserves.

Owing to the very poor quality of wheat raised in this state this year, many of the dealers, especially line house dealers, have been agitating the question of renewing seed. Many have bought seed and secured a rate from the railroad companies of 12½c per hundred from Kansas to any point in Nebraska east of North Platte and are shipping and peddling the wheat out in small bunches to the farmers at their stations. The railroad companies, realizing the benefit such a move will eventually mean to them, have actually published a tariff, offering to any and all this 12½c per hundred rate from Kansas. The secretary of the Nebraska Grain Dealers Ass'n has been in correspondence with dealers in Kansas City, dealers in interior Kansas points, where it is hoped to obtain this wheat in its purest state, and with the railroad companies, as well as having issued a circular bulletin to his members upon the subject. It has been demonstrated in this that a renewal of the seed will increase the yield from 25 to 50 per cent, and with only an increased cost of 10 to 15c per bu. to the farmers. This means a clear gain to him on his crop of from \$5.00 to \$10.00 per acre. It is hoped that the enthusiasm with which this move was started will not die out. Every section has at least planted a few acres of new seed, from which next year's seed can be sold to neighbors, and in the course of a year or two all seed thruout the state renewed in this way. A curious feature about this seed proposition is that the farmer objects to paying 10 or 15 cents per bu. more for good No. 1 and No. 2 hard winter wheat seed than he is getting for his No. 4 or no grade this year. Were it not for this closeness on his part the movement in this direction would be greatly accelerated. Every dealer in the state should lend this matter his assistance, for it means increased receipts for him next year and corresponding increased benefits to his community. If every dealer will push this matter the wheat crop in Nebraska can be raised to seventy-five million bu. easily.—E. C.

#### NEW ENGLAND.

Boston, Mass.—Seth Catlin, who for the past 3 years has been a grain sampler at Chicago, has been appointed chief grain inspector. Mr. Catlin was for 20 years employed in the grain inspection department of New York.

#### NEW YORK.

Ardsley, N. Y.—Wm. I. Odell & Co. intend putting in some new machinery.

Binghamton, N. Y.—Geo. Craven's Sons incorporated, \$15,000 capital, to deal in seeds, grain and farmers' products. In-



corporators, Elmer T. Stanford, Eva O. Stanford and Anna M. Stanford.

New York.—Tarrant & King, dealers in stock, grain and cotton, assigned Aug. 25 to Arthur A. Hill.

New York, N. Y.—Members of the Produce Exchange held a meeting Aug. 25 to agitate the enlargement of the Erie Canal.

Ardley, N. Y., Sept. 3.—Grain and hay business very good this season. Hominy chop used more than ever. Crops very poor in this section.—Wm. I. Odell & Co.

New York.—The Federal Stock & Grain Co. incorporated, \$200,000 capital. Incorporators, Jas. C. Burger, of Denver, Colo.; David E. Murray, of Boston; David R. Bristock, of Denver, and Tracy S. Buckingham, of Brooklyn.

Auburn, N. Y.—E. W. Cady & Co., of Ithaca, and the Cady-Thorne Co., of Auburn, have consolidated as Cady & Co., with headquarters at Auburn, to do a wholesale and jobbing business in car lots of western corn, clipped oats and mill feed.

Buffalo, N. Y.—The directors of the Western Elevating Assn., at their regular meeting resolved to invite the Chamber of Commerce to take an active part in the movement for reciprocity with Canada and to assure the co-operation of the Western Elevating Assn.

## BUFFALO LETTER.

H. G. Anderson of the grain firm of H. G. Anderson & Co., who has been in Europe some time, is on his way home, to take up fall business with the usual energy.

State farmers are too busy to bring in their wheat yet, besides they are not satisfied with the price offered, which is still about 5 cents less than the Chicago trading price. The crop was a good one, especially of white wheat.

It is pleasant to note that the railroads have now settled down to official weighing on the part of Chief Inspector Shanahan of the Chamber of Commerce for all car-grain handled here. It was a long difference, but it appears to have been settled right, so it promises to remain settled.

New spring wheat from Duluth is coming in by sample, but the Buffalo millers, while they are pleased to find it of very fine quality, are not in any need of it, nor of the old wheat that has been selling above a dollar lately. They never get caught in that way. If they did the profits would run down to nothing.

The shortage of cars is a difficulty that must increase right along thru the fall season. So far the coal shippers appear to be worst hit. Grain dealers and millers have a comfortable way of holding the incoming car for use in shipping stuff eastward. In this way much of the lack is bridged over.

Oddly enough the reference committee of the Chamber of Commerce has had a long rest lately. At least no new delinquent has been put on the posted list for a long time. This state of tranquillity is no doubt a direct result of the determined way the committee dealt some time ago with people who failed to meet their obligations.

The C. Zwickle Malting Co., with capital of \$100,000, has been incorporated to do business in Buffalo. The incorporators are Christian Zwickle, Charles Newton and Frank A. Dole. The operations

will be carried on in the Dole malthouse in the Hydraulic district. It is stated that the controlling interest in the new company comes from Chicago.

The reduced receipts of flour and grain here by lake last month is really the first note of warning, as it shows very plainly that the lead of this route is slipping away. Advocates of canal enlargement are using it as an argument in favor of the undertaking, but it will have no effect on the farmers, who are the only determined opponents of it.

Charles Ellsworth, brother of president Edward Ellsworth of the H-O Oatmeal Co., died from pneumonia Sept. 3. He was better known in Buffalo than any other member of the company, had been elected a member of the Board of Trustees of the Chamber of Commerce several times and serving with especial acceptability. He came here when the first mill of the company was set up.

As a rule the complaints of rail grain coming in from the west in all sorts of careless condition are not heard much now. The protests against dirt were made in a way that hit the pocket of the shipper too directly to remain unheeded. There is apparently more carelessness at home, though, in regard to the proper gathering of the crops than ever before. Observation and report agree that the farmers, while they did pretty well with the wheat crop, fell down very badly with their oats, so that the complaint of a poor showing of oats from the west is to be repeated in regard to the state oats crop. Great fields of them wet till they are fairly black are common.—J. C.

## NORTH AND SOUTH DAKOTA

Flandreau, S. D.—John C. Coffey has opened his eltr.

Alpena, S. D.—Morris Kint will buy grain for L. N. Loomis.

Bowesmont, N. D.—The Duluth Eltr. Co. has repaired its eltr.

Dell Rapids, S. D.—The S. Y. Hyde Eltr. Co. is painting its eltr.

White Rock, S. D.—David E. Brown, of Sisseton, will build an eltr.

Burlington, N. D., Sept. 3.—Crops are fairly good.—H. C. Ward, agt.

Huffman, S. D.—Chas. Van Kleeck will buy grain for the Cargill Eltr. Co.

Vienna, S. D.—The Vienna Milling Co. is building a 20,000-bu. eltr., 30x30 ft.

Ashton, S. D.—Commons & Co., of Minneapolis, have bot the eltr. of Walter Parks.

Frankfort, S. D.—E. J. Matteson, of Athol, will buy grain for the Western Eltr. Co.

Reville, S. D.—Norman T. Nelson has charge of the eltr. for the Great Western Eltr. Co.

Kulm, N. D.—The Gackel Grain Co. has bot the eltr. of the Atlantic Eltr. Co.—F. W. W.

Miranda, S. D.—The Atlas Eltr. Co. will install a new gasoline engine. Philip Findeis is agt.

Dell Rapids, S. D.—An eltr. is being built on the farm of O. H. Smith, 1 mile west of Dell Rapids.

Lake Preston, S. D.—J. G. Ostroot & Bro. have bot the line of eltrs. of the Lake Preston Milling Co.

Bowesmont, N. D.—A. Mitchell has installed a gasoline engine and built a large addition to his eltr.

Brocket, N. D.—A box car caught fire Aug. 28, but the flames were extinguished in time to save the eltr.

Miller, S. D., Sept. 2.—Wheat is threshing out better than expected; from 2 to 5 bus.—Miller Bros.

Benclare, S. D.—Otto Kunz has opened the eltr. for the Wesley Eltr. Co. He will remain in charge for awhile.

Donnybrook, N. D.—The Rothsay Eltr. Co., Rothsay, Minn., has bot the Lahart eltr. and will remove it to another site.

Kimball, S. D.—The Ochsner Hardware Co. has leased the eltr. of the Hunting Eltr. Co. and J. Burkine will buy grain.

Sioux Falls, S. D.—Scheier & Baker have bot the eltr. of O. A. Carpenter & Co. Mr. Johnson will continue as buyer.

Fairview, S. D.—F. L. Nims has discontinued his scoopings, removing one of the disturbing elements of this market.—C. A. T.

Growers in the vicinity of Aurora, S. D., have formed a Farmers' Union and will ship their own grain with scoop shovels.

Lisbon, N. D.—A meeting of macaroni wheat growers was held at Lisbon, Aug. 29, to promote the sale and use of the new wheat.

Sioux Falls, S. D.—Larkin & Thompson will build a 40x60-foot addition to their eltr. to be used as a store house for flour and feed.

Granville, N. D.—The Minneapolis & Northern Eltr. Co. will build eltrs. at Mohall and 2 other stations on the new Granville extension of the Great Northern Ry.

Mapes, N. D.—H. C. Kornder, formerly with Wm. Bradshaw at Worthing, S. D., is agt. for the Minneapolis & Northern Eltr. Co.—C. A. T.

Williston, N. D.—Dulaney Bros. are building 20,000-bu. eltrs at Williston, Wheelock, Ray, Tioga, White Earth, Ross, Stanley and Deslacs, on the G. N. Ry.

White, S. D.—E. T. Alguire has completed a new office and coal house, installed a 100-bu. Fairbanks Hopper Scale and changed the dump scales around with the beam in the office.

East Edge, N. D.—C. C. Mortrude has let the contract to Honstain, Bird & Co. for a 20,000-bu. eltr. to be equipped with 12-h. p. Fairbanks-Morse Gasoline Engine and grain cleaner.

Dell Rapids, S. D., Sept. 4.—Barley is averaging about 40 bus. but quality injured by rain. Oats average 50 bus.; wheat, 12; lots of smut.—W. H. Hodge, agt. S. Y. Hyde Eltr. Co.

Aurora, S. D.—J. H. Kelsey has sold his general store but will continue in the grain business and it is expected that his trade will not suffer by the formation of the Farmers' Union.—C. A. T.

Sioux Falls, S. D.—The Dakota Malt & Grain Co. is building a storage plant which will be in operation this month. The company will buy barley for shipment as well as malting.—C. A. T.

Kempton, N. D.—The Amenias Eltr. Co., of Duluth, has bot the eltr. of the Kempton Eltr. Co. The company is also building eltrs. at Pembina, Gardar, and at Ripon sta. on the Great Northern.

Baltic, S. D., Sept. 4.—Damp and rainy weather has delayed threshing and stacking of grain the last 2 weeks, also damaged small grain to some extent. Wheat is yielding from 20 to 35 bus.; oats, 30 to



40. With warm weather for 2 or 3 weeks to come will have a nice crop of corn.—E. J. Oyan, mgr. Farmers' Co-operative Assn.

Bladon, N. D.—The contract to erect the 30,000-bu. eltr. for the Farmers Eltr. Co., has been let to Honstain, Bird & Co. The house will have 2 eltrs., 12-h. p. engine and a No. 3 Monitor Flax Cleaner.

Groton, S. D.—An independent eltr. with a capacity of 26,000 bus. is to be built at Groton and controlled by local capital. F. G. Brooberg is interested. Younglove & Boggess Co. has the contract.

Williston, N. D., Sept. 7.—Along the G. N. Ry. between Williston and Minot it is thinly settled and very little wheat is raised as most of the settlers came in last spring and put in flax, which is a very good crop.—Dulaney Bros.

Velva, N. D., Aug. 31.—This section had a hard rain last week. Flax is going from 3 to 10 bus.; wheat from 10 to 18 bus. per acre. Oats will go about 20 to 35 bus. per acre. Not a great deal of barley was sown.—L. B. Mouicken, agt. Osborne-McMillan Eltr. Co.

The results of the harvest at the North Dakota experiment station show that the highest yield of wheat was 47.32 bus. per acre and the lowest 10.95. The former was on land that had been in corn last year, and the latter on soil that had been sown to wheat for 21 successive seasons and without fertilization.—C. A. T.

Bismarck, N. D., Sept. 8.—Rains have again interrupted harvesting, stacking and threshing; harvest practically finished, except a few fields of late flax and oats. Threshing resumed middle of the week but again stopped by Sunday's rain. Frost did but slight damage in most sections. Need very much warmer weather.—Government Report.

Pierre, S. D., Sept. 8.—Occasional, but generally light showers. Several days of fine growing weather; corn advancing fairly well, considerable reported hardening, but the late urgently needs warm, dry weather. Threshing and stacking sometimes retarded by grain in shock being damp. Fairly favorable progress in haying, flax and millet cutting; bulk of hay secured.—Government Report.

Parker, S. D.—A swindler found "easy marks" in two grain dealers at Parker. The swindler introduced himself to one dealer by declaring his name was Frank Wilson, that he was a farmer in Norway township, Turner County, stating that he had 3,000 bus. of oats which he wished to sell on contract. He demanded and was given \$70 to bind the contract. The swindler then went to another grain dealer, to whom he told nearly the same story, and was given \$60, after which he disappeared. He wore overalls and dark clothing. He will no doubt try his easy method on grain dealers elsewhere.

Fargo, N. D.—The damage by flax wilt in Cass county is reported by Professor Manns at 10 to 90%. Professor Manns reports some progress in the development of the immune flax. The work is necessarily slow, but the results of the investigation and experiments are so far encouraging and he expects ultimately that the college will succeed in the development of an immune plant. One result of the professor's investigations was to demonstrate the beneficial effects of the formalin treatment for seed flax. In fields that had been properly treated and on land that had not been in flax last year

the evidences of flax wilt were very small. The effects are so pronounced that the farmers will more generally take advantage of it next spring.

## NORTHWEST.

Bozeman, Mont., Sept. 5.—All grain extra fine quality. Acreage of barley half an average.—Jas. S. Dawes.

## OHIO.

New Paris, O.—Wm. Richards has completed a 5,000-bu. eltr.

Fruitdale, O.—J. E. Iseman will increase his eltr. capacity 10,000 bus.

Lime City, O.—The United Grain Co. is building a 25,000-bu. eltr. C. F. Rider is mgr.

Payne, O.—The Union Grain & Coal Co. has increased its capital from \$20,000 to \$50,000.

Toledo, O.—Find the Journal very interesting. It prints "live" news.—Raymond P. Lipe.

Harpster, O.—The Morral Lumber & Eltr. Co. is doing a scoop shovel business at this station.

Toledo, O.—The Federal Grain & Stock Exchange on Sept. 3 went the way of all bucket-shops.

Jeromeville, O.—Ira C. Felger intends locating in the west and engaging in the grain business.

Quincy, O.—J. E. Wells & Co. have improved their eltr., Philip Smith furnishing the machinery.

New Washington, O.—E. L. Thompson will have charge of the new eltr. of C. A. & P. J. Thompson.

Russia, O.—C. N. Adlard has let the contract to Philip Smith for the machinery for his new eltr.

Okeana, O.—The Willey Mill & Eltr. Co., of Ross, has purchased machinery for its eltr. from Philip Smith.

Eldorado, O.—Chris. Lohse has rebuilt his eltr. and increased the storage capacity from 5,000 to 10,000 bus.

Maplewood, O.—L. W. Baker will remodel his eltr. and has let the contract to Philip Smith for the machinery.

Upper Sandusky, O.—The Lauer Eltr. Co. is installing a Philip Smith Improved Drag Corn Feeder in its eltr. at Douglas sta.

Nankin, O.—Leander McFadden has bot the eltr. of J. F. Plice. Mr. Plice expects to engage in the business elsewhere.

Middleport, O.—Ireton Bros., of Van Wert, have installed a New Era Passenger Eltr. in their eltr., bot from Philip Smith.

Piqua, O.—The Spencer-Slauson Eltr. Co. is equipping its eltr. at Farrington sta. with machinery purchased from Philip Smith.

Fruitdale, O., Sept. 1.—Estimate half crop of corn for this vicinity. Oats and hay very poor crops on account of dry weather.—J. E. Iseman.

Marion, O.—J. M. Neer and J. F. Barnhouse will erect an eltr. S. E. DeWolfe will enlarge his eltr., put in a gasoline engine and feed mill.

Eldorado, O., Sept. 2.—Wheat averaging from 3 to 10 bus. to the acre; oats about the same, of poor quality. Corn about half a crop, owing to weather.—Fred Schlientz & Sons.

Eldorado, O., Aug. 22.—Trade has been good with us. Have been busy but crops are short, altho have shipped 30,000 bus. of wheat, corn and oats since July 10, 1903.—Chris Lohse.

Oakwood, O.—Marcy & Whitney have overhauled their eltr. and are building an addition, 20x70 feet, for grain storage with ear corn eltr. and larger sheller, No. 2½, Monitor Cleaner and chain drag for M-house.

Perrysburg, O.—The United Grain Co. has absorbed the Wayne Grain & Milling Co. and has eltrs. at Dowling, Millbury, Lime City, and a warehouse at Moline, all under the management of C. L. Mad-dy, of Perrysburg.

Arcanum, O.—Ed McCue is getting up a party of Western Ohio dealers to go to Chicago and join the Grain Dealers Special for Minneapolis. By traveling in a party from Western Ohio no doubt the dealers will be able to get a lower rate.

Columbus, O., Sept. 8.—Corn, pasture and buckwheat improving in north third of state and plowing for wheat advancing. In central and south drouth continues serious and all crops deteriorating; pastures dried and stock water failing. Early corn being cut in south.—Government Report.

Greenville, O.—The E. A. Grubbs Grain Co. has completed a hay barn on the C. N. and D. & U. Rys. It is 32x200 feet, 16 feet to the square with 8 hay scales of different capacity. The company is receiving car load lots from Michigan and other points, assorting it according to quality and shipping to eastern points.

Greenville, O., Sept. 1.—The corn crop here seems to be doing well, but we are, from appearances, liable to have too much rain, especially for early corn. Weather rather cool for corn if it continues much longer. Pasture greening up nicely and ground is getting in nice condition for fall plowing. Oats of good quality but light weight. Farmers seem inclined to hold their grain for the time being. All dealers seem happy and pleasant.—Morgan Johnson.

## OKLAHOMA

Granite, Okla.—W. L. Perkins will build a 10,000-bu. eltr.

Alva, Okla.—Crowell Bros. have succeeded Crowell Bros. & Clark.—C. A. T.

Fairview, Okla.—The Thomas Mill Co., of Thomas, is building a small eltr. P. H. Pelkey has the contract.

Lahoma, Okla.—The Farmers Eltr. Co. will begin the erection of an eltr. as soon as the C. R. I. & P. Ry. decides to put in a switch.

Geary, Okla.—An eltr. has been nearly completed for the farmers' company. A 22-h. p. Thompson-Lewis Gasoline Engine will be installed.

Fairview, Okla.—The Overton Grain Co., of Hennessey, has let the contract for a 12,000-bu. eltr. A 12-h. p. Thompson-Lewis Gasoline Engine will be used.

Orienta, Okla.—The Overton Grain Co., of Hennessey, has let the contract for a 10,000-bu. eltr. A 12-h. p. Thompson-Lewis Gasoline Engine will be installed.

Lenapah, I. T.—The Lenapah Hay & Grain Co. has let the contract to W. W. Lockwood for a combination feed, shelling and transfer eltr. It will have a set of feed rolls, clipper and corn sheller so arranged as to be operated at the same



time by a Thompson-Lewis Gasoline Engine.

Geary, Okla.—The eltr. for the Farmers' Grain Co. has been about completed. The Geary Mill & Eltr. Co. has built two 25,000-bu. tanks in connection with its eltr.

Cereal, Okla., Sept. 3.—Wheat crop was fair yield and excellent quality in this vicinity. Oats very light weight and small yield. Corn prospects fair, for early corn, for late not so good.—Dick Hogan, agt. Choctaw Mill & Eltr. Co.

The Farmers Grain Shipping Assn. is giving the regular grain dealers trouble in parts of Oklahoma and Kansas. While this concern will die sooner than it was brot to life the regular shipper will have to suffer until the farmers find what fools they are making of themselves. The Redman Grain Co. of Kansas City is said to be handling these shipments. When the Farmers Assn. has disappeared the Redman Co. will not get a chance to handle grain shipments from Kansas and Oklahoma dealers.

## PACIFIC COAST.

Shelley, Idaho.—An eltr. is to be built soon.

Pullman, Wash.—Roscoe Palmerton, formerly of Greer, Idaho, has taken charge of the Kitzmiller Warehouse.

Odessa, Wash.—The Orondo Shipping Co., of Wenatchee, is building a warehouse at Irby station on the G. N. Ry.

Spokane, Wash.—The Washington Grain & Milling Co. is building a 3-story brick building, 50x130 ft., on the N. P. Ry. It will cost \$11,000 and be completed by Jan. 1.

Cayuse, Ore.—The warehouses of Kerr, Gifford & Co., the Interior Warehouse Co. and the Balfour-Guthrie Co. at Thorn Hollow station on the line of the Ore. Ry. & Nav. Co., burned recently. Loss, \$5,000.

Salt Lake City, Utah, Sept. 3.—Wheat movement still limited owing to short crop of autumn grain. Spring wheat now being threshed and will move very soon; nearest value 82 cents per 60 pounds, f. o. b. Salt Lake City. Frost still keeps off. Alfalfa blooming satisfactorily.—Sam Williamson.

Rigby, Idaho, Sept. 4.—The crops this season are excellent thruout this valley. Water for irrigation has been plentiful. The grain area, however, will doubtless be cut down hereafter as 2 large sugar beet factories are being erected; one near Rigby will be ready for this year's crop, the other for next year's.—Geo. E. Hill, Jr., secy. Rigby Hardware, Lumber & Mfg. Co.

## PACIFIC COAST LETTER.

Yuba City, Cal.—The Yuba City mills which burned recently will be rebuilt.

A drop in oats is anticipated when new crop is marketed. Present demand for oats is only fair.

Portland, Ore.—Millers are the only buyers at present; exporters have dropped out of the market, and are waiting until the millers secure all the wheat needed, as they claim that prices are too high to export or speculate on.

The charter situation is slightly improved on account of the taking of a few vessels for barley at from 15 to 17 shillings. This will have comparatively lit-

tle effect on the general charter situation, as the number of ships laying up in port continues to be unwieldy, and we hardly look for any substantial improvement until prices in Liverpool go higher, or local prices decline considerably, and shipping of wheat and barley again becomes active.

Several suits have arisen between different banks, creditors of the Eppingers, as to the ownership of the wheat still in the warehouse, and they will keep the courts busy for some time to come, unravelling this nasty tangle.

San Francisco.—Wheat futures very quiet and inactive; and the spot market is dull also, owing to the absence of a good milling or shipping demand. Milling wheat, f. o. b., 1.56 $\frac{3}{4}$ , and shipping is so dull that it could not be quoted with accuracy. Barley, both spot and futures, rules very strong and continues to advance steadily under the influence of a heavy shipping demand on European account. General spot trading, except for barley, is not brisk as a break in the very high prices ruling now may occur at any time receipts at this market become unwieldy.—R. E. W.

## PENNSYLVANIA.

Philadelphia, Pa.—Pres. Dunwoody of the Commercial Exchange, has appointed James Hancock, Eugene Blackford, Jr., and P. Fendall Young, a committee to meet representatives of the Baltimore Chamber of Commerce, to confer on the decrease in grain exports from Atlantic ports.

## PHILADELPHIA LETTER.

Trade at present is rather quiet in all lines, and receivers and brokers as well as commission men are taking advantage of the situation by brief vacations at the seashore and mountains.

From this city a prominent delegation of representative grain men will attend the coming convention of the Grain Dealers National Assn., to be held in Minneapolis in October, and it is expected that Pres. Dunwoody, of the Commercial Exchange, will head the list.

The continuous damp weather, with a record of thirty showers during August in this vicinity, is keeping corn in the trembling balance with considerable uncertainty as to the final outcome. Wheat and oats promise a seasonable crop, barring the wet weather effects upon the latter. Hay is plentiful.

Capt. John O. Foering, of Philadelphia, former chief grain inspector of the Commercial Exchange, and pres. of the Chief Grain Inspectors National Assn., who is now in Canada, having been in conference with Secy. Shanahan, of Buffalo, N. Y., is expected home in a few days, when a complete program will be announced for the annual meeting of the chief grain inspectors.

The merchants and manufacturers, backed up by the potent Trades' League under Pres. Foulkrod and Secy. Kelly, have enlisted capitalists to make Philadelphia the terminal point of a new steamship line from New Orleans, and in addition are endeavoring to secure from the railroad companies the most liberal stop-over privileges that were ever granted to far distant buyers. Pres. Chas. Dunwoody, of the Commercial Exchange, with a committee consisting of Jas. Hancock, Jr., chairman of the Transportation com-

mittee, Fendall P. Young and Eugene Blackford, Jr., all representing large export grain interests, is co-operating with delegations of other commercial organizations to secure the most favorable privileges from the great carrying companies.

One of the prime movements, which has been conducted quietly and is having the liberal indorsement of leading grain men, merchants and financiers, is the effort to make it not only possible but certain for the Wabash system, pushed by Gould and Rockefeller, to enter Philadelphia and become an active competitor with the other big trunk lines, that for years have monopolized all trade from the west, at freight rates which oftentimes seemed to be not only arbitrary but discriminating. The Commercial Exchange is taking the lead in the matter and in connection with the Chamber of Commerce of Baltimore is working steadily upon the same lines as the New York Produce Exchange, and it is now almost certain that the transportation companies will without delay take up the subject of the difference in grain rates from the west to Canadian ports, and especially to Montreal, as against the cities along the Atlantic seaboard, and will make all possible concessions to the exporters of the latter centers, to keep their extensive export trade from being diverted to Canada.—E. R. S.

## SOUTHEAST.

The condition of cotton on Aug. 25 was reported by Edwin S. Holmes, Jr., acting chief of the Bureau of Statistics, in the monthly report issued Sept. 3, as 81.2; compared with 79.7 on July 25, 64 on Aug. 26 of last year and a 10-year average of 72.4. The condition was 81 in Georgia, 84 in Alabama, 87 in Mississippi, 80 in So. Carolina, 83 in No. Carolina, 91 in Tennessee, 83 in Florida and 86 in Virginia; compared with 68 for Georgia, 54 for Alabama, 68 for Mississippi, 74 for So. Carolina, 80 for No. Carolina, 82 for Tennessee, 75 for Florida and 80 for Virginia for Aug. 26, 1902.

## SOUTHWEST.

New Orleans, La.—The committee of the Board of Trade to visit northern speculative markets has returned convinced that trading in grain for future delivery ought to be and easily can be established in New Orleans. The committee met a cordial welcome everywhere, and was handsomely entertained at St. Louis.

In the report of Edwin S. Holmes, Jr., acting chief of the Bureau of Statistics, issued Sept. 3, the condition of cotton on Aug. 25 is given as 76 in Texas, 81 in Arkansas, 86 in Louisiana, 81 in Indian Territory, 75 in Oklahoma and 81 in Missouri; compared with 53 in Texas, 75 in Arkansas, 70 in Louisiana, 68 in Indian Territory, 76 in Oklahoma and 73 in Missouri, a year ago.

New Orleans, La.—The grain exports from New Orleans during the month of August, as reported by W. L. Richeson, chief inspector of the New Orleans Maritime & Merchants' Exchange, amounted to 843,904 bus. of wheat; compared with 1,649,606 bus. of wheat and 14,510 bus. of corn for Aug. last year. Of the total amount exported during Aug. 780,094 bus. were inspected by the Exchange, the remainder, 63,810 bus., having been inspected by the Board of Trade. The 281,995 bus. on board but not cleared has been, inspected by the Exchange.



## TENNESSEE

Memphis, Tenn.—Wisner & Co. intend building a warehouse in West Memphis.

Memphis, Tenn.—Under no circumstances would we want to be without the Journal.—Williams & Fitz-Hugh Co.

Chattanooga, Tenn., Sept. 2.—The crop report from northern Georgia and Alabama, and also Tennessee, is good with the exception of oats.—Chattanooga Feed Co.

Chattanooga, Tenn.—The Chattanooga Feed Co. has completed a 4-story brick warehouse, 75x150, with new electric eltr. Capacity, 4,000 bus. A 10-h. p. crusher for mixed feed has been installed.

Memphis, Tenn.—W. P. Brown & Co. have succeeded Jno. K. Speed & Co. The new firm is composed of W. P. Brown, surviving partner of the old firm, who has had entire charge of the business for many years, and George Read, who has been cashier and bookkeeper for Jno. K. Speed & Co. for 18 years.

Nashville, Tenn.—The aggregate of daily transactions on the newly established Grain Exchange is steadily showing an increase. On Friday, Aug. 28, 117 cars of corn and hay were sold; compared with the best previous record of 50 cars a few weeks earlier. A private wire for the grain quotations from St. Louis and Chicago was lately installed. The Nashville Terminal Co. has agreed to side-track all cars of grain and hay to permit inspection by the Grain Exchange.

## TEXAS.

New Braunfels, Tex.—The 42,000-bu. eltr. for H. Dittlinger has been completed. It is 72 feet high.

Valley View, Tex.—Keel & Son of Gainesville, have built a modern eltr. of 15,000 bus. capacity.—H. B. D.

Whitewright, Tex., Sept. 2.—Corn and cotton good; wheat was good; spring oats fancy.—Beatrice Milling Co.

Galveston, Tex.—The 25% advance on elevator risks is said to have been waived by some of the leading fire insurance agencies.

Whitewright, Tex.—A steel eltr. of 60,000 bus. capacity will be erected by the Beatrice Milling Co. Bids are now being received.

Quanah, Tex.—A. Moseley & Bro. have bot, and will take charge of, Sept. 15, the property of the Quanah Mill & Eltr. Co., purchased from John S. Callaway.

Higgins, Tex.—Geo. H. Harbaugh, of Alva, Okla., has let the contract for a 10,000-bu. eltr. A 10-h. p. Thompson-Lewis Gasoline Engine will be installed.

A number of the new varieties of hard winter wheat grown in Texas will be exhibited at the state fair. Macaroni wheat suitable to the arid regions will be shown.

McKinney, Tex.—The Board of Trade has been reorganized with the following officers: John C. Cooke, pres.; Geo. M. O'Neal, vice-pres.; R. E. Carpenter, secy.; J. E. Wiley, treas.

Collinsville, Tex.—H. Waldo has bot a water tight eltr. boot, belting and buckets of B. S. Constant Co., for a short stand of eltrs. to be installed in his eltr., for handling "snap" corn.

San Antonio, Tex.—The Texas committee of the southwestern tariff committee met Aug. 25 and decided to restore the normal basis of grain and grain product rates to Mississippi River crossings at

the earliest legal date. The committee will hold its next meeting at Galveston, Oct. 27.

Galveston, Tex.—During the crop year ending Aug. 31 the eltrs. at Galveston received 20,322 cars of wheat and 4,126 cars of corn, an aggregate of more than 22,000,000 bus. Eltr. B received most, Eltr. A a good deal less, the Sunset Eltr. standing third and the Star Eltr. last. The Sunset Eltr. did not begin to handle grain until February.

Galveston, Tex.—The grain exports during the month of August, according to the report of C. McD. Robinson, chief inspector of the Board of Trade, amounted to 3,352,660 bus. of wheat and 57,214 bus. of corn; compared with 3,148,099 bus. of wheat and no corn for August, 1902. The exports for the year ending Sept. 1, amounted to 16,439,636 bus. of wheat, 4,462,565 bus. of corn and 20,635 bus. of rye; compared with 8,695,564 bus. of wheat and no corn or rye for the corresponding months of 1901-2, and 16,117,474 bus. of wheat and no corn or rye for the same months of 1900-1.

Austin, Tex.—The Railroad Commission will on Sept. 15 take up the proposed amendments to the commodity tariff on grain and grain products between points in Texas by which kaffir corn and milo maize are to have the same rates as corn and oats, and by which shipments of corn, oats, kaffir corn and milo maize in straight or mixed car loads and rice bran, in straight car loads, over more than two lines of railroad, which are not under the same management and control in the transportation from shipping point to destination, both of which points are located in territory not subject to differential rates, shall take a joint rate made by adding 2½c per 100 pounds to the single line rate for the same distance. When shipments are transported from or to points in differential territory the differential rates provided by section 4 of the tariff shall be added to the rate thus made.

## TEXAS LETTER.

The new grain tariff No. 32-A just promulgated shows very large increase in rates on grain between points in the territories and Texas points.

Lampasas, Tex.—The warehouse of the Lambertson Mill Co. was partially destroyed by fire recently. Loss, \$2,800, of which \$2,000 was on hay in storage. Insurance, \$1,400.

The Farmers' Co-operative Shipping Assn. has been incorporated to get better rates to the seaboard and other markets for grain, and to induce the farmers to hold their grain for top prices.

A question which is agitating the grain men and the millers of this state is, what has become of the wheat crop. Estimates run on the wheat from 18,000,000 to 25,000,000 bus. and not more than half that quantity has been marketed to this time, and there is very little in sight. It would seem that the farmers are holding great quantities of the grain for higher prices tho the price now paid for wheat is good, the price ranging from 77 to 80½ cents in the country, with practically none selling at the first figure. Millers are taking grain very freely at this time and not a great deal of the grain is falling into the exporters' hands, tho large quantities have been shipped to Mexico, estimated at about 3,500,000 bushels. Farmers will commence to harvest their corn at a very early date and this crop is a big one.

There will be much of the Texas crop shipped north and east. Hay and fodder have made very heavy crops and there is an abundance of this class of feed in the market.—J. S. W.

## WISCONSIN.

Fall River, Wis.—The eltr. for T. H. Cochran & Co. has been nearly completed.

Sun Prairie, Wis.—Chase & Gross have added a feed mill to the equipment of their eltr.

Brandon, Wis.—The eltrs. of the Milwaukee Eltr. Co. and Tinkham Bros. have been painted.

Richfield, Wis.—Herman Uber and Chris Frey have bot the eltr. of Wm. Laubenheimer.

Support the Grain Shippers Assn. and help to relieve your business of the burdens which encumber it.

Howard, Wis.—A modern eltr. of 12,000 bus. capacity has just been completed by the Northern Grain Co.

Milton, Wis.—E. S. Barnes has increased the capacity of his eltr. and will install a 32-h. p. gasoline engine.

Lima, Wis.—Harvey Clemmons, of Eagle, has bot the feed mill of Woodstock & Son and will fit it up as an eltr.

Manitowoc, Wis.—H. Bruins, formerly with the Chilton Malting Co., Chilton, is now connected with the Manitowoc Malting Co.

Send to the C. & N.-W. Ry. for a copy of the new tariff on barley, which permits malting in transit at the thru rate plus 2 cents.

Tomah, Wis.—Syverson & Earle have bot the eltr. of J. H. Acker. The new owners will repair the eltr. and install a gasoline engine.

Van Dyne, Wis.—The Manitowoc Malting Co. will erect a 40,000-bu. modern eltr., which will be ready to take in grain by the middle of December.

Milwaukee, Wis.—The Wisconsin Car Service Assn. has placed a penalty of 5 cents per ton per day on cars not unloaded within 72 hours after arrival.

The Milwaukee Elevator Co. has purchased a line of eltrs. from F. Kraus Co., of Milwaukee, which includes three eltrs. on the St. Paul road and two on the C. & N.-W.

Fond du Lac, Wis.—Work on the 25,000-bu. eltr. for W. W. Cargill Co. has been commenced by S. H. Tromanhauser. The eltr. will be 24x30 feet and have a 40-foot crib.

When Secy. Spoerri calls upon you make it a point to acquaint him with your local conditions; or, if you have any grievances on account of short weights at terminal markets let him investigate the matter for you.

Are you "penny wise and pound foolish"? Have you decided this year to handle your grain, protecting a legitimate margin? If so, join your state assn. and by concerted action on the part of the country shipper obtain co-operation, thus making it possible to conduct your business on a paying basis.

The Wisconsin Grain Shippers' Assn. has established its headquarters at Milwaukee, with office at 49 Mitchell building. Secy. Spoerri has resigned his position with the Northern Grain Co., which he has held for the last 7 years, and will devote his time entirely to the work of



the Assn. He will make a thoro canvass of the state, calling on each shipper personally.

Madison, Wis., Sept. 8.—Light to killing frost in northern and central counties Friday and Saturday mornings damaged corn, potatoes and buckwheat. Corn elsewhere made good progress, but bulk of crop requires 2 to 3 weeks to mature. Potato blight quite general and rotting increasing.—Government Report.

Madison, Wis.—The state tax commission has ruled that taxes must be paid on all land not actually used for railway purposes. The eltr. companies owning or operating eltrs. on the right-of-way of the railroads in Milwaukee are not affected, since the railroads assume the tax. Country shippers within the state are not so fortunate.

## MILWAUKEE LETTER.

Sun Prairie, Wis.—Chase & Son have succeeded Chase & Gross.

Waldo, Wis.—Fred Fischer has bot the eltr. of H. E. Jordan, who has been in business for nearly 20 years.

Adell, Wis.—L. E. Finnegan, who was located for a number of years at Random Lake, has bot an interest in the grain business here.

Milton, Wis.—E. L. Barnes, who has been identified with the grain trade of Milton for some years, will buy this season for Harvey Clemens.

Hartland, Wis.—F. W. Pynn has succeeded the East Eltr. Co. Mr. Audley, the former mgr., will assist Mr. Pynn until he becomes fully acquainted with the business.

Charles W. Lee, New York representative of Ware & Leland Co., William G. Schroeder and N. C. Jacobson, both of this city, have been elected members of the Chamber of Commerce.

Grain men who are interested in the lake carrying trade will be pleased to learn that the late Jeremiah Collins has been succeeded as steamboat inspector by his son William, at an annual salary of \$1,600.

Waupun, Wis.—Rexwinkel & Giebank will operate the Stanton Eltr. Mr. Rexwinkel was formerly connected with the Alton Milling Co., of Alton, Ia., and both partners are largely interested in farm lands.

Heavy rains in western Wisconsin caused a complete suspension of traffic along the Kickapoo Valley R. R., which was recently added to the system of the C., M. & St. P. Ry. and attached to the Prairie du Chien division.

Cross Plains, Wis.—H. C. Ripp has converted his warehouse into an eltr. increasing its storage capacity. During the car famine last season he was forced to see much of the grain raised in his section go elsewhere after being offered to him.

Janesville, Wis.—F. A. Spoon & Co. have succeeded J. A. Spoon & Co., the change being principally one of style, as F. A. Spoon has run the business since it was established in 1894. Mr. Spoon is now operating eltrs. at Janesville and Beloit.

Secy. W. J. Langson of the Chamber of Commerce has sent a letter to members calling attention to the fact that the recently amended rule, making it an offense punishable by expulsion for any member to place an order for execution in any bucket-shop, has been put in force by the Board of Directors.

Barley from northern South Dakota is beginning to arrive quite freely at Milwaukee and finds a ready sale at very favorable prices, but the movement from other sections is slow. Farmers are reported to be holding back deliveries awaiting the outcome of the corn crop.

The Wisconsin Central R. R. Co. has brought to Milwaukee for display at the State Fair a fine exhibit of grains, grasses and vegetables grown on land which was sold to settlers by the company itself. The development of northern Wisconsin is making prodigious strides, and there will be many more good locations for grain dealers before long.

The Grain Trimmers' Union has enforced a rule which prevents former "bosses" from picking their own men to be used in loading ships. Upon application at labor headquarters they will be furnished with the number of men they require, and all members of the union will be given work as their turns come. It is alleged that the rule was made merely to prevent discrimination.

Wm. Goodrich & Co. are making extensive alterations and improvements in their linseed oil plant and expect to be heavy buyers of flax during the coming season. Milwaukee is a favorable market for shippers located on the northern divisions of the trans-Mississippi roads entering this city, owing to the fact that seed arriving here can be sold by grade at Chicago, if a better price is obtainable there at the time, and forwarded without extra freight, thus giving dealers the benefit of both markets.

The representative of a leading grain commission house states that W. E. Beecham, car accountant of the C., M. & St. P. Ry., has earned the gratitude of his firm by the promptness with which he locates delayed shipments, when requested to do so, and expedites their delivery at destination. This leads shippers to turn considerable business to Mr. Beecham's road which would otherwise take different routing—a fact worth noting by officials of other lines. The Rock Island car service agent, he added, was also to be commended, although he did not have as frequent occasion to apply to him.

L. Starks, the veteran grain and potato merchant, has issued a handsome brochure, announcing the incorporation of his warehouse interests under the style of the L. Starks Co., the change being made because of the increased volume of business and the desire that his old employees, in consideration of years of service, might be financially interested. The firm will buy grain this season at Albertville, Cameron, Chetek, Medina and Necedah, Wis. Other lines of houses are also managed from branch offices at Plainfield, Wis., and Grand Rapids, Mich., while it is associated in business at St. Paul with J. R. Beggs & Co.—C. A. T.

The Southeastern Passenger Asso. has granted a rate of one and one-third fare on the certificate plan providing 50 from south of the Ohio and east of the Mississippi rivers attend the annual convention of the Grain Dealers National Asso. in Minneapolis.

The Hungarian minister of agriculture estimates the world's wheat crop at 3,009,549,000 bus.; compared with 3,395,011,000 bus. in 1902. The same authority estimates that the surplus of the exporting countries will fall 96,871,000 bus. short of meeting the demands of the importing lands.

## Demanding Merchants Exchange Weights at St. Louis.

The champions of private weights and slack methods in the St. Louis market are exerting themselves to discourage country shippers in demanding Merchants Exchange Weights, but the secretaries of the different associations are working just as vigorously, if not more so, to induce shippers to INSIST upon Merchants Exchange Weights.

Secy. Stibbens of the Grain Dealers Union is also recommending that shippers promptly send notice of each shipment to St. Louis or East St. Louis, together with car number, initial, contents and actual or estimated weights at point of origin to James H. Warren, Supervisor of Weights, 315 Chamber of Commerce, St. Louis, Mo. This is designed to assist the Supervisor in quickly detecting any errors and giving him a chance to rectify them before it is too late. The Secy. is also advising members of the Union to use a rubber stamp which he is supplying to them for stamping letters and B/L's when shipping grain to St. Louis or East St. Louis. The stamp bears the very objectionable (that is to the friends of private weights in St. Louis) but emphatic sentence,

"WE DEMAND MERCHANTS EXCHANGE WEIGHING BUREAU WEIGHTS AND WILL ACCEPT NO OTHER."

Secy. Miller of the Nebraska Asso. has also taken up the work in earnest and supplied his members with stickers to be applied to their B/L's and letters which bear the following statement:

"THIS SHIPMENT TO BE WEIGHED UNDER THE SUPERVISION OF THE ST. LOUIS MERCHANTS EXCHANGE WEIGHING BUREAU."

If the dealers act on the suggestions of the secretaries they will surely bring about an improvement in weights at St. Louis and insure the speedy adoption of Merchants Exchange Weights at every point. The wiseacres who assemble each year at Jefferson City, the very honest and honorable city fathers who enact ordinances for St. Louis proper and the Illinois politicians who have been striving to run the weighing department in East St. Louis are absolutely powerless when it comes to forcing weights of private or other variety on country shippers. They can say what they want and refuse to pay for any other so-called service. Insist on having Merchants Exchange Weights, which means correct weights and refuse all others. It will mean money in your pocket.

Good roads will never come if the people are as indifferent as the voters of Mecklenburg County, N. C., where a proposition to improve the roads failed because voters neglected to attend the polls, altho ¾ of the people favored it.

Pres. Blanchard Randall of the National Board of Trade has called a special session of the Board of Managers, consisting of F. D. LaLanne, Philadelphia; Chas. S. Hamlin, Boston; Wilson M. Day, Cleveland; Geo. H. D. Johnson, Milwaukee; Wm. H. Chadwick, Chicago; and Wm. McCarroll, New York, to open at Cleveland, O., on Sept. 9. There will be a discussion of matters pertaining to a further increase in the membership of the Board and the extension of its sphere of usefulness.—C. A. T.



## Supply Trade

Advertising is the drill that scatters the seeds of business success.—Judicious Advertising.

The Allis-Chalmers Co., of Chicago, Ill., has placed the insurance on its several plants with mutual companies.

Fred Cranson, secy. of the Huntley Mfg. Co., visited Chicago and the Southwest recently, in the interests of his company.

The Weber Gas Producer & Power Co. has been formed to build engines in Mexico to operate on gas generated from charcoal.

Curtis Wagner, representative of Sprout, Waldron & Co. in the South, has established his headquarters at 836 Equitable bldg., Atlanta, Ga.

The United States Portable Elevator Co., which recently was incorporated under the laws of New Jersey, will have headquarters at Bloomington, Ill.

The Nordyke & Marmon Co., of Indianapolis, Ind., has transferred the insurance on its extensive shops, amounting to \$450,000, to mutual companies.

The new power plant of the S. Howes Co., Silver Creek, N. Y., has been placed in operation, and is a valuable addition to the equipment of the Eureka Works.

The Hydraulic Car Starter Co. has been formed at Virden, Ill. The capital stock is \$20,000 and the incorporators are John R. Trott, Simon H. Sutphin and M. L. Clayton.

W. L. Burner and C. S. Bright have resigned their positions in the drafting department of the Case Mfg. Co., to enter the employ of the Nordyke & Marmon Co., at Indianapolis, Ind., in the same capacity.

It is the seizing of opportunities which makes the business man. It is opportune buying, opportune selling and opportune advertising which form the total of the work of the successful business man.—Printers' Ink.

The Invincible Grain Cleaner Co., of Silver Creek, N. Y., reports an increased demand for grain cleaners in districts where the wheat was damaged by rain. The demand is very heavy from elevators in Nebraska and Kansas north of the Union Pacific Railroad.

Burns Bros., of Buffalo, N. Y., are sending their customers a late map of the world, showing the distance between the ocean ports by various lines, and the insular possessions of the U. S. by flags. The firm will send a map gratis to readers of the Grain Dealers Journal who wish to hang it on the wall of the office.

James B. Dobson, representative of the Nordyke & Marmon Co., Indianapolis, Ind., died Aug. 29, after an operation for appendicitis. Mr. Dobson was well known as a traveling salesman and inventor. He was proficient in outdoor sports and at one time held the championship of the United States and Canada as a quoit thrower.

Thomas J. Barry, president of the Barry-Wehmiller Machinery Co., of St. Louis, Mo., died Aug. 17, from the effects of a surgical operation on the left ear. Mr. Barry was born at St. Louis 45

years ago, and after learning the trade of patternmaker, became interested in the machine works of William Essmueller. This firm was succeeded by the present one 8 years ago. He leaves a widow and four daughters.

In view of the backward condition of the corn crop it appears certain that there will be soft corn in all sections. That the only safe way out lies in the use of a grain drier is the conviction of many of the owners of large elevators. Drier builders have received many inquiries the past two weeks from leading grain firms. The Hess Warming & Ventilating Co., of Chicago, is preparing to ship a drier to the Kansas Grain Co., Hutchinson, Kan., to dry wheat injured in the shock by rain.

Elevator machinery and elevator supplies are illustrated and described in catalog and price list "E" just issued by the Barnard & Leas Mfg. Co., of Moline, Ill. In this catalog is included the company's well known line of feed mills, scourers and oat clippers, separators and corn shellers and cleaners, together with the very complete line of special machinery, supplies and power connections used in elevators and warehouses. Rules and ta-

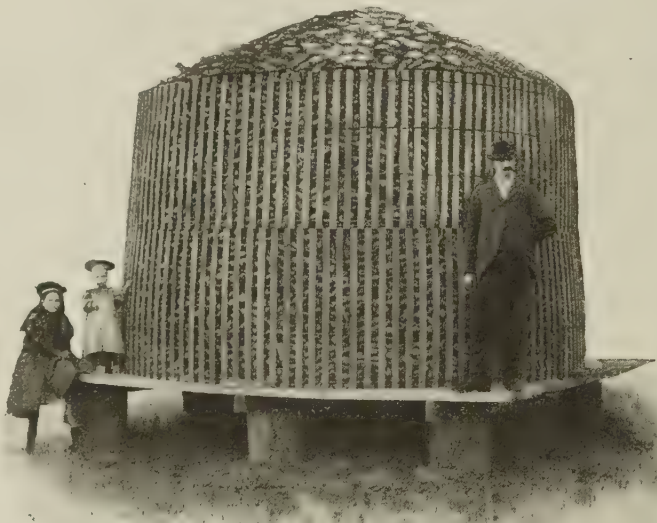
## Portable Corn Crib.

The portable corn crib illustrated in the engraving herewith is well suited to the grain shipper. If the dealer is in a hurry to get the corn to the sheller he can empty the crib in 15 seconds.

These cribs are almost fire-proof and may be set along railroad sidings so that corn may be shelled and run directly into car. Farmers can set them in the field and save much hauling at harvesting time or when roads are muddy.

The regular stock sizes are 125, 200, 300, 500, 800 and 1,200 bus.; and any size up to 2,000 bus. capacity will be made to order. The cribs are made in 2 sections, set one inside of and on top of the other. Each section is 4 ft. high, made of staves of great strength and bound by 5 cables of No. 10 galvanized wire. When not in use they roll up into a compact bundle. The corn is covered with canvas, or boards and tarred paper. The floor is preferably a board platform.

Stave and wire cribs are said to keep corn as safe and sweet as cribs costing hundreds of dollars. It does not take 5 minutes to set them up or take them down. When filled they will stand up



Portable Corn Crib.

bles and other useful information for millwrights are included in the 265-page volume, which should be in the hands of every one who contemplates building an elevator. Copies will be sent to readers of the Grain Dealers Journal on application.

The Hall Distributor Co., of Omaha, Neb., sold and shipped Distributors to the following, during the month of August: Westbrook-Gibbon Grain Co., Elm Creek, Neb., one 6"-12 duct Distributor; Grimshaw & Anderson, Clark, S. D., one 7"-8 duct Distributor; W. G. Moreland, Fisher, Ill., two 7"-8 duct Distributors; Callaway Milling & Mfg. Co., Callaway, Neb., one 6"-8 duct Distributor; Younglove & Boggess Co., Storden, Minn., one 6"-12 duct Distributor; Farmers Eltr. Co., Wausa, Neb., one 6"-12 duct Distributor; Younglove & Boggess Co., Howard, S. D., one 6"-10 duct Distributor; M. W. Hostetter, Auburn, N. D., one 7"-10 duct Distributor; Wm. F. Engel, Bad Axe, Mich., one 7"-8 duct Distributor; Twamley & Son, Edholm, Neb., one 7"-10 duct Distributor; Crowell Lumber & Grain Co., Herman, Neb., one 7"-12 duct Distributor.

like a stone house, and without the need of a single post or prop.

Grain dealers can popularize these cribs greatly if they will not only use them but carry them in stock to sell to farmers. The manufacturers, The Elliott & Reed Co., of Richmond, Ind., will quote delivered prices, which are so low that no one needing new cribs can afford not to give them a trial.

Bakers of Glasgow, Scotland, raised the price of bread last month for the first time in 5 years, on account of dearer wheat.

Most people know what the Chicago Board of Trade is like. The Berlin Bourse is attended by quite two thousand persons. There is no sale of seats, and no membership fee, membership being largely held by companies and firms. Berlin trading is quiet to the point of monotony. These and other interesting points are covered by William C. Dreher in "The Berlin Bourse" in the September Century, for whose article Werner Zehme has drawn numerous illustrations.



# GRAIN PURIFYING

If you want full price for No. 4 oats,  
If you want full price for all off-grade oats and barley,  
You can get it by purifying with our System.  
If you don't want full value,  
Don't purify before shipment,  
Then you can sell at a heavy discount, and the transfer  
or terminal elevators will purify the grain and reap  
the profit—just as they have been doing for years.

It is only a question as to where you  
want the profit to go. We prefer to do  
our own purifying before shipment, and  
take the profit. For descriptive circulars  
and grain samples, address

**CALDWELL & BARR**  
EARL PARK, INDIANA.

Both our Purifier and Process for Purifying are  
fully covered by U. S. Letters Patents, and, while  
they are beneficial to all grains, they are especially  
valuable in removing mould, must, smut, fungus  
and weather or water stains, bad odors and  
smells from oats and barley, cooling when hot and  
drying when moist, without impairing their natural  
color, aroma, or germinating qualities.

# A Grain Purifier

On which letters patent have not yet been issued  
is not a safe machine to buy, and you may get a  
law suit with it.

The essential features of our Purifier are  
fully covered by U. S. Letters Patent No. 592,-  
691, issued Oct. 26, 1897, and whoever uses same  
without our permission is liable for damages for  
infringement. Write for particulars to

**The American Grain Purifier Constructing Co.**  
Davenport, Ia., or Kentland, Ind.

# Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers  
in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper,  
ruled to meet the needs of the grain dealer's business. The  
column headings are: Date Sold, Date Shipped, Car. No.,  
Initials, To Whom Sold, Destination, Grain, Grade Sold,  
Their Inspection, Discount, Amount Freight, Our Weight,  
Bushels, Destination Bushels, Over, Short, Price, Amount,  
Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording  
the foregoing facts regarding 2,400 carloads. It is well  
bound in strong boards with leather back and corners.

Price, \$1.50.

**GRAIN DEALERS COMPANY**  
255 La Salle Street, CHICAGO, ILL.

# PERFECTION

## Grain Drier

GIVES SATISFAC-  
TION AND MAKES  
MONEY *for the* OWNER

With it New Corn is put in marketable condition.  
Stained Oats and Barley, Smutty, Musty and Weevily  
Wheat are made bright and sweet. The only perfect  
system in use. Can YOU afford to be without it?

**Tweeddale & Harvey**

ROOM 905,  
303 Dearborn Street, CHICAGO

The Purchase of the

# Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
Chicago Grain Salvage Company	"
Consolidated Elevator Company	Duluth
Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Udike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.

AND MANY OTHERS.

Indicates the unanimous conviction among grain men  
that the HESS DRIER is a necessary and profitable  
adjunct to the grain business.

The investments by the above mentioned concerns  
alone, in HESS DRIERS aggregate \$175,000.00.

New book describing the drier free.

**Hess Warming & Ventilating  
Company**

707 Tacoma Building ————— Chicago



## New Demurrage Rules for Virginia.

Virginia's railroad commission has recently promulgated new rules to govern car service and the collection of demurrage which merit careful study in other states. If Virginia can protect the rights of shippers, receivers and carriers other states can do likewise. The new rules provide as follows:

All storage, demurrage and car service charges, and all car detention charges shall be as prescribed in these rules. In all computation of time under these rules, Sundays and legal holidays are to be excluded.

### RULE I.

When a shipper makes verbal or written application to a railroad company for a car or cars to be loaded with any kind of freight embraced in the tariff of said company, stating in said application the character of the freight, and its final destination, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper, making such application, specifies a future day on which he desires to make a shipment, giving not less than four days notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on the day specified in the application.

For failure to comply with this rule the company so offending shall forfeit and pay to the shipper applying, the sum of \$1.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

### RULE II.

When freight in carloads or less is tendered to a railroad company and correct shipping instructions given, the railroad agent must immediately receive the same for shipment, and issue bills of lading therefor, and, whenever such shipments have been so received by any railroad company, they must be carried forward at the rate of not less than fifty (50) miles per day of twenty-four hours, computing from 7 o'clock a. m. the day following receipt of shipment, and for failure to receive and transport such shipments within the time prescribed, the railroad company so offending shall forfeit and pay to the shipper the sum of \$1 per car per day, or fraction thereof, on all carload freight, upon demand in writing by the shipper, or other party whose interest is affected by such delay; provided that in computing the time of freight in transit, there shall be allowed twenty-four hours at each point where transferring from one railroad to another, or rehandling of freight, is involved.

The period during which the movement of freight is suspended on account of accident, or any cause not within the power of the railroad company to prevent, shall be added to the free time allowed in this rule, and counted as additional free time.

### RULE III.

Railroad companies shall, within twenty-four hours after arrival of shipments, give notice, by mail or otherwise, to consignee of the arrival of shipments, together with the weight and amount of freight charges due thereon, and where goods or freight in carload quantities arrive, such notice shall contain also identifying numbers, letters and initials of the car or cars, and if transferred in transit, the number and initials of the car in which originally shipped. Any railroad company failing to give such notice shall forfeit and pay to the shipper, or other party whose interest is affected, the sum of \$1.00 per car per day, or fraction of a day's delay, on all carload shipments.

(a) This rule is applicable also to steamboat and steamship lines.

### RULE IV.

Railroad companies shall deliver freight at their depots or warehouses, or, in case of shipments for track delivery, shall place loaded cars at an accessible place for unloading within twenty-four hours after arrival, computing from 7 o'clock a. m. the day following arrival of same. Except that carload shipments for track delivery at local stations having not more than one team track, shall be placed at an accessible point for unloading by the conductor of the train on which the car arrives. The shipper or consignee shall be paid \$1 per car per day for each day or fraction of a day such delivery is so delayed.

### RULE V.

All carload freight or freight carried at carload rates, and all freight in cars, whether full carload or not, taking track delivery, shall be subject to the demurrage or car service charges prescribed in these rules.

### RULE VI.

A shipper on whose order a car or cars have been placed for loading shall be allowed forty-eight hours for the loading of such car or cars, computing time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of shipper, and thereafter a demurrage charge of not more than \$1 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company, with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$2 on each car, covering the demurrage then due.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges, herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars as required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or, in any way, prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

### RULE VII.

A car or cars detained or held at point of shipment for want of proper shipping instructions, or by reason of imperfect or excessive loading, where loading is done by shipper, shall be subject to a demurrage charge of \$1 per day, or fraction of a day said car or cars are so detained or held. In cases of imperfect or excessive loading the shipper shall be notified thereof as early as practicable after said car or cars have been received from, in which case car service charges shall begin at the time of notification.

### RULE VIII.—Legal notice.

### RULE IX.—All package freight.

### RULE X.

Loaded cars containing fertilizers, hay, coal, coke, brick and lumber in covered cars, and the following articles in bulk: meat, potatoes, grain and grain products, cotton seed and cotton seed hulls, taking track delivery, which are to be unloaded by consignee, but are not unloaded within 72 hours, computed from 7 o'clock a. m. the day following the day legal notice of arrival is given (having been placed at an accessible point for unloading) may be subject thereafter to a charge for demurrage of \$1 per car for each day, or fraction of a day, that they may remain unloaded in possession of the railroad company. All other loaded cars, taking track delivery, to be unloaded by consignee, shall be limited to forty-eight hours of free time; provided, however, that if, after placing a car or cars, as required in this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or, in any way obstruct the unloading of same, the consignee shall not be chargeable with the delay caused thereby.

Provided, that when, on account of delay or irregularity in transportation, cars are bunched in transit and delivered to consignee in numbers beyond his reasonable ascertained ability to unload within the free time prescribed in these rules, he shall be allowed by the carrier such additional time as may be necessary to unload cars so in excess by the exercise of due and usual diligence on the part of the consignee.

### RULE XI.

Whenever the weather, during the period of free time, is so severe, inclement, or rainy, that it is impossible or impracticable to secure means of loading or unloading freight, or when, from the nature of the goods, loading or unloading would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional free time. This rule applies to

## FIRE INSURANCE

### MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

### The Grain Dealers National Mutual Fire Insurance Co.

C. A. McCOTTER, Secretary,  
INDIANAPOLIS, IND.

"Because we insure Grain Dealers' property only is why Grain Dealers prefer our Policies."

## Reliable Insurance . . .

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

### MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676

Net Cash Surplus, \$466,595.

W. L. Barnum, Sec'y.

### Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets, \$958,473.31

Losses Paid, 718,556.00

Net Cash Surplus, 214,743.50

## 50% DIVIDENDS 1899 1900 1901

Insures Flour Mills, Grain and Elevators.

### Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

## MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.



the state of the weather during business hours.

## RULE XV.

If the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery shall give legal notice to the consignor of such refusal; and if he shall not, within three days thereafter, give direction for the re-shipment or unloading, or other disposition of such goods, he shall thenceforth become liable to such carrier or for storage on such goods, or demurrage upon the car or cars in which they are stored, to the same extent, and at the same rates as such charges are now, under like circumstances, by the rules of this commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the depots or cars of a carrier. A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for storage or demurrage which have accrued; and if the consignee of freight in carloads, or less than carloads, shall fail or neglect to remove such freight within three days after the expiration of free time, then the carrier shall, through the agent at point of shipment, so notify the shipper, unless the consignee has signified his acceptance of the property. Said notice may either be served personally or given by mail.

## RULE XVI.

When consignors ship goods consigned to order, but express in their bills of lading or shipping directions the name of a person at destination to notify, it shall be the duty of the railroad or other transportation company to give legal notice to such party in the same way, and under the same rules as if the shipment had been made direct to him. But, when consignors do not comply with this condition, the railroad or other transportation company shall give such notice only to such consignor; except that in shipments of grain or hay notice shall also be given to the local exchanges; provided, that at the expiration of free time, the carrier shall give notice thereof to the consignor.

## NOTICE!

Attention is called to the act of the general assembly, approved May 16, 1903, re-

lating to the subject matter of these rules, which provides that if a consignor or consignee claims and receives the penalties imposed upon railroad companies in the above rules for failure to comply therewith, such penalties or charges shall, "when paid, be in full of any and all claims for damages growing out of such failure; provided, however, that the owner of the freight may, at his election, waive said charges and elect to claim such actual damage as he may have sustained, instead of such charges."

## Receivers Oppose Merchants' Exchange Weights.

St. Louis would have had a perfect weighing bureau years ago if the different interests of the Merchant's Exchange had joined hands in an earnest honest effort to insure correct weights for every shipment.

Too many have been loath to place the interest of the market above that of the individual, and those who have profited by the continuance of the lack of systematic supervision of weights have had too much influence with the Exchange management.

Some of the receivers have foolishly refused to recognize the right of consignors to say where their grain shipments shall be weighed, so the shippers very properly sought other agents, who would agree to follow instructions. Other receivers have written many letters to shippers in an effort to induce them to withdraw demand for Merchants' Exchange supervision of weights. Some have insisted that if they followed instructions they would be limited to a few buyers, hence would be compelled to sell consignments at  $\frac{1}{4}$  to 2 cents less. Few shippers have been induced to change their instructions

because their losses by large shortages more than offset the claimed loss in price. Recently one of these receivers wrote as follows:

We regret very much that we were unable to locate any shortage on your wheat that you complained of, and we note that you now ask us to have your stuff weighed under the supervision of the Merchants' Exchange weighers. This will be impossible on stuff arriving in East St. Louis, as the three public elevators on that side are supervised by the Illinois State Inspection and Weighing Department, and it does seem to us that they should give as accurate weights as any one. The St. Louis Merchants' Exchange can, in a measure, control the weighing on the west side of the river, but they cannot control weighing and inspection in Illinois. The Board of Trade is now trying to arrange with the Inspection Department in East St. Louis to be allowed to supervise the weighing on that side of the river. When this is done we can then furnish Merchants' Exchange weights on both sides of the river. We will look after your interests here all that we possibly can, and hope that you will find that the shortage complained of will show up later on in some of your other shipments.

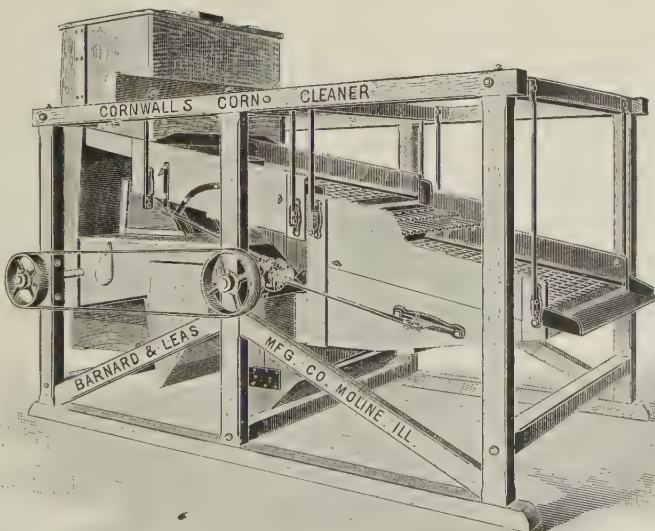
Evidently the receiver is not posted, for the weighing of grain is supervised by the Merchants' Exchange Weighing Bureau at the following elevators in East St. Louis: Belt Eltr., Koehlor Mills, Southern Eltr., C. & A. Wagon Scales, and C. D. Mileson, Wholesale Feed Dealers.



## THE AJAX SYSTEM Protects Mills and Elevators Against Lightning Loss.

Estimates Furnished for all parts U. S. and Canada. Ajax Conductor & Mfg. Co. Medinah Temple, Chicago.

# Get Ready for the New Crop



## Install a Cornwall Corn Cleaner and improve your grades.

This machine was the first of the Shaker Cleaners, and has always been at the head of the procession.

It has valuable features not possessed by any other Cleaner.

Its patent finger sieve will not clog, and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

This feature, together with the row of steel rods between the two parts of the shaker enables it to thoroughly clean the corn in one operation.

Send for circulars and learn more about it.

We also make other Cleaners and a full line of Shellers, while we furnish everything needed in the elevator line.

# BARNARD & LEAS MFG. CO.

## BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY. MOLINE, ILL.



## Terminal Weights; Time Limitation.

T. P. Gordon, St. Joseph, Mo.

vs.

J. L. Gwynne & Co., Imogene, Iowa.

We, the Arbitration Committee of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, to whom was submitted for adjustment the above case, beg to report results of our investigation.

T. P. Gordon claims of J. L. Gwynne & Co. the sum of \$81.44, \$34.14 being charged for difference between destination and shippers' weights, and \$45.30 loss on one car of corn, on account of default in contract.

J. L. Gwynne & Co. admit claim for shortage where grain went to regular elevators or mills, and of the seven cars of corn on which shortage is claimed. We find six cars were so shipped, the shortages amounting to \$31.96. We also find that the other car on which shortage in weights is claimed was shipped to a feeder, and that on such shipments the shippers' weights should govern. The shortage claimed on this car is \$4.18, which claim is denied, our decision being that the defendant owes claimant \$31.96 on account of shortages.

With reference to the claim of \$45.30, a careful review of the evidence discloses the following facts:

On June 12th, 1902, Gordon purchased from Gwynne & Co. 2 cars No. 3 or better corn, about 1,200 bu., at 55c per bu., track Imogene, it being understood by both parties that corn was to be shipped to a feeder. No specified time of shipment was made either by buyer or seller.

June 14th seller made shipment of the 2 cars of corn, to Santa Rosa, Mo., shippers' order notify T. P. Gordon, billing having been furnished by Gordon.

The first car of corn that arrived was accepted on contract, tho Gordon asserts that the feeder to whom he had sold it stated that it was not up to grade (Gordon had also sold No. 3 or better corn), and was accepted by him for the reason that he needed some corn badly. When second car of corn arrived, the feeder for whom it was intended positively refused to accept it, saying that corn was not only poor quality, but was damp and heating. The same day, or the day following arrival of corn, Gordon advised Gwynne & Co. of the situation and asked to be authorized to forward to Kansas City, to be sold for their account, at the same time stating plainly that he should not accept that kind of corn on his contract, but would expect shipment of a car of the kind of corn he had bought to fill his sale.

Receiving no reply, two days later, on June 20th, Gordon again wrote Gwynne & Co., renewing his request that they order car to Kansas City, and saying that he wanted another car in Santa Rosa in place of it as soon as possible.

Gordon was then directed to send the corn to Kansas City, and it was sold there June 23rd, grading No Grade. Entire proceeds were credited to Gwynne & Co., they paying Gordon difference between net returns and amount for which they had drawn at original purchase price.

On June 23rd, July 5th, and July 9th, we find that Gordon wrote Gwynne & Co., urging them in each letter to forward the car corn due him at Santa Rosa.

From the evidence it appears that not until July 11th did Gwynne & Co. make any response, at which time they advised Gordon that they did not owe him a car of corn on the Santa Rosa contract. On July 12th Gordon replied, from which letter we quote: "You must either ship the other car of corn, or pay the difference between that I bought it of you at and what it cost me to fill the contract. I prefer very much that you fill the contract and ship a car, whether you buy at home or abroad. I want it at Santa Rosa, Mo."

In closing this letter he asks for any additional information in reference to the stand they have taken, and for a prompt answer. Evidence does not show any reply from Gwynne & Co.

On July 26th Gordon wrote Gwynne & Co., from which letter we quote as follows: "I enclose herewith debit memorandum for \$45.50, the same being for non-fulfillment of contract of which we have had considerable correspondence. On the 19th of this month I received a letter from the party to whom I sold the corn, stating that if we did not furnish him a car of corn immediately he would buy the

corn to the best advantage for my account, and that he had the corn offered at 68c. I immediately bought a car in St. Joe and shipped it to him at a cost to me of 64 and 4-10 cents per bu., delivered at Santa Rosa, which was the very best that I could do. The car that you shipped there on contract and was refused and forwarded to Kansas City, contained 612 bu. and 48 pounds; I was compelled to buy a larger car than that, but am only charging you on the actual amount that your car contained."

Gordon introduces letter from feeder which substantiates his statements to Gwynne & Co., with reference thereto.

Gwynne & Co. contend in the hearing before the Committee that Gordon had no right to purchase the corn at the time he did, to fill their contract, and charge them with the loss at that time. That it should have been done in 10 days' time from the time the corn was sold, and to defer so doing longer was an unreasonable time.

After examining all the material evidence, we do not believe the time consumed in finally closing this trade to be unreasonable. Had there been an open market in Santa Rosa, Gwynne's contention that contract should have been closed in 10 days' time might have some force, but it seems to us that it would have been unwarranted for Gordon to have taken that course when he had written Gwynne repeatedly, and was still writing him, to send on the corn, and daily expecting its arrival up to the time he was advised that there was no corn due him. Gwynne does not furnish the Committee with a valid reason or excuse for the delay in his refusal to furnish the corn, and our opinion is that if he was damaged because of the delay on Gordon's part in buying the corn to fill his contract, such delay was brought about by his own actions, and he was wholly responsible.

Gwynne & Co. make no complaint of Gordon's figures as to the loss charged on this car, except only as to the time transaction was made. The Committee, therefore, award Gordon the amount of loss claimed, \$45.30, and find that J. L. Gwynne & Co. are indebted to T. P. Gordon in the sum of \$77.25.

Jas. Gault,

Wm. Daugherty,

W. F. Johnston,

Arbitration Committee.

## Extension Not Granted; Seller Liable.

T. P. Gordon, St. Joseph Mo.,

vs.

John Gilmore, Imogene, Iowa.

We, the Arbitration Committee of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, to whom was referred for settlement the above case, submit our statement of the case and our conclusions as follows:

This is a case where T. P. Gordon claims of John Gilmore the sum of \$158.05; \$103.05 being a balance of account, represented in part by overdrafts against shipments concerning which there is no contention, and in part by a loss of car corn which Gordon alleges was not shipped in contract time; \$52.50 being  $\frac{3}{4}$  of a cent per bu. profit on a defaulted contract for 7,000 bu. corn, and \$2.50 for protest fees.

Gilmore claims that Gordon should credit his account with the loss arising from a refusal on Gordon's part to accept and apply 3,300 bu. corn on contract, which he alleges to have shipped in contract time of an extension of original contract, and before cancellation.

It will be seen that the chief question for settlement is, did Gordon grant Gilmore an extension of time on his contract? and the Committee has made this the crucial point in their decision. From the evidence presented, including original telegrams and correspondence germane to the subject, we make the following deductions:

On May 15th, 1902, Gordon purchased from Gilmore 5,500 bu. white corn at 62 $\frac{1}{2}$  cents per bu., track Imogene, shipment by May 24th, and later the same day 1,500 bu. more, same terms, Gordon selling the corn to Kansas City for same shipment.

On May 22nd Gilmore writes Gordon, asking for an extension of time to include all of May, or the week following May 24th; Gordon writing Gilmore the same day and urging him to hurry up the corn, as he thought the parties to whom he had sold the corn might "kick out" if the market should decline.

On May 23rd Gordon writes Gilmore as follows: "Your letter of yesterday re-

ceived and note what you say about the white corn, as I have sold the white corn, it would be impossible for me to say what I can do on extension now. Of course, if the market holds up, there will be no trouble about the extension of time. I have written to the parties to-day and hope to get an agreement to an extension. I was very much afraid that the rain would interfere with your being able to load, but I hope that you will get it out as quickly as possible, and would advise you to do that."

May 28th Gordon wired Gilmore: "How much white corn have you shipped contracts? Answer quick." Gilmore replied by wire same day: "Have billed out three thousand three hundred bushels."

May 28th Gordon wrote Gilmore as follows: "I wired you to find out how much white corn had been shipped. The parties to whom I sold this corn wire me to know, and said they would have to buy in corn to fill sales, if it was not shipped. I wired them late this evening that 3,300 bushels had been shipped. I hope you have gotten right after the railroad company and make them take it out and hurry it along."

On May 28th, or May 28th and 29th, Gilmore did bill 3 cars corn containing about 3,300 bu. Gordon wired Gilmore that he could not accept any white corn not shipped in contract time, and the same day wrote him as follows: "We got notice from the parties we sold white corn to to-day that they would not accept any of it unless it was shipped on contract time. As your corn was sold for three weeks delivery, this will let us out on the contract. You must leave a big margin on the corn, if you have not already done so, to protect overdrafts, for the only thing I can do now is to sell the corn for your account when it arrives on the market."

On May 31st, Gilmore's draft, with shipper's order bill of lading attached, amounting to \$650, was presented to Gordon for payment, and he then wired Gilmore: "Can only handle white corn for your account. Have your bank wire bank here to reduce draft \$50." The same date Gilmore wired Gordon: "Pay draft—draw back for amount." This Gordon did, and his draft on Gilmore was refused and protested.

The evidence set forth herewith, we believe, constitutes the extension of time, if there was an extension, and the committee is unanimous in the opinion that no extension of time on the original contract was granted, and that when Gilmore loaded the corn on May 28th he was not warranted in the belief that it would be applied on contract at contract price, particularly if there was a decline in the market, but was taking the chance that it might be refused. This notwithstanding the fact that on May 28th Gordon advised him to get it out quickly, as Gordon did not at that time have positive information that parties to whom he had sold would refuse it, and wished to give Gilmore the benefit in case it could be gotten through. This we interpret to be what on Gordon's part was intended for friendly advice, as he still hoped to get the corn through for Gilmore, and we think it should have been so regarded by Gilmore. We do not find that at the time the corn was purchased it was bought for any particular market, but it seems to us that if Gilmore did not wish his contract to remain in an unsettled condition, the extension to depend upon certain conditions, it was his plain duty to advise Gordon so at time of expiration of the original contract, and insist upon something definite then. Failing to do this, it would seem reasonable that Gordon was warranted in the assumption that the arrangement was satisfactory to the seller, and that Gordon should not be penalized for adopting a course that was intended to serve the best interest of Gilmore.

We find that on May 24th Gordon wrote the party to whom he had sold the corn, explaining the situation of parties he had purchased from and asked for the extension, and that under date of May 26th their letter in reply refused the extension. It would seem that the information should have been received by him and communicated to Gilmore earlier than May 29th, and it may be that Gordon was derelict of duty in this respect, but we can see no motive he could have had for the delay, and there is no positive evidence of this fact.

It is not held by the Committee that Gordon's disposition of the corn had, per se, any direct bearing upon the settlement of his contract with Gilmore, but it has been reviewed to show extenuating



circumstances in connection with the transaction.

Our conclusions are that no valid extension of time on the original contract existed, and that Gilmore is indebted to Gordon in the sum claimed, \$158.05.

Jas. Gault,  
Wm. Daugherty,  
W. F. Johnston,  
Arbitration Committee.

The area under wheat in France this season is 681,527 acres less than in 1902, according to official figures.

John Hyde, statistician of the Department of Agriculture, will return in October from his European investigations.

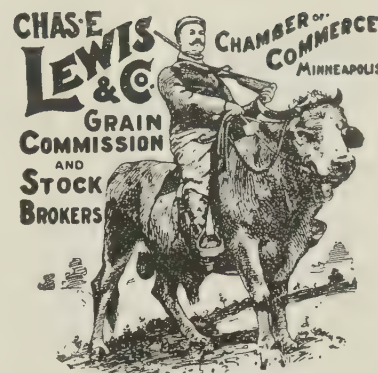
Exports of foreign peas and beans for the 12 months prior to July 1 were 43,491 bus., compared with 83,225 bus. for the corresponding months of 1901-2.

## Cobs.

Rice growers should aid to establish grades for the marketing of their product, as other grain is handled, to do away with the exorbitant cost of distribution under the present system.

The Grain Dealers National Mutual Fire Insurance Co. now has premium notes aggregating \$250,000 and receives more daily. The greed of the stock companies is doing much to help all the mutuals insuring grain eltrs.

Exports of beans and peas during the 12 months prior to July 1 amounted to 232,841 bus., compared with 324,481 bus. for the same months of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.



## STANDARD

Warehouse, Elevator, Railroad,  
Farm and Special

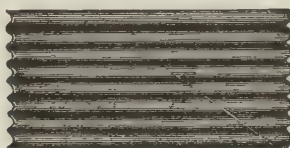
# SCALES

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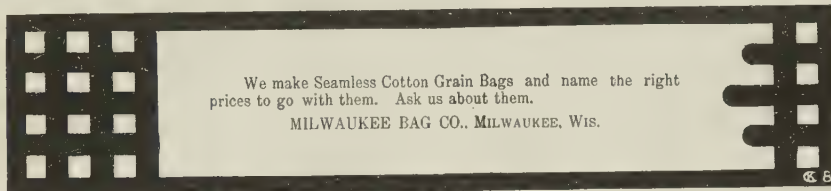


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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



We make Seamless Cotton Grain Bags and name the right prices to go with them. Ask us about them.

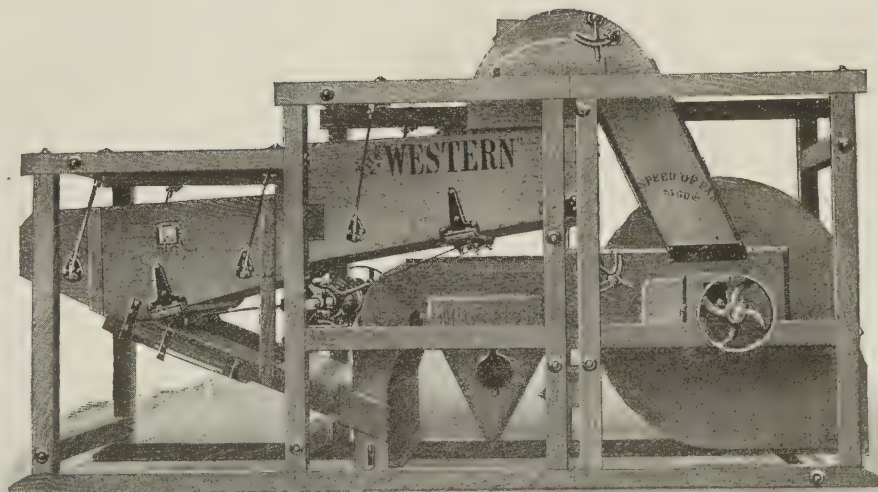
MILWAUKEE BAG CO., MILWAUKEE, WIS.

# "Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

## "Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

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We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.



## Suits— Decisions

J. T. Jackson, of Iowa Falls, Ia., has brot suit against the Updike Grain Co., of Missouri Valley, Ia., to recover \$500 damages, alleging that a car of corn shipped to him was unmerchantable and unfit for consumption.

Delivery of goods to a common carrier for shipment to the purchaser is not a delivery to and acceptance by the purchaser, so as to take the case out of the statute of frauds. *Gatiss v. Cyr*. Supreme Court of Mich., 96 N. W. 26.

Oats are not perishable freight, within the meaning of Rev. St. 1895, art. 331, providing for a sale of such freight on five days' notice. *Gulf, C. & S. F. Ry. Co. v. North Texas Grain Co.*, Court of Civil Appeals, Texas, 74 S. W. 567.

A local usage of a place to which goods are shipped, requiring the carrier to notify the consignee of the arrival of the shipment, is not dispensed with by a stipulation in the contract of shipment that the goods are to be called for on the day of their arrival. *Herf & Frerichs v. Lackawanna Line*. Court of Appeals at St. Louis, Mo., 73 S. W. 346.

Where, in an action for damages for refusing to accept goods under a contract of sale, it was conceded at the trial that the proper method of delivery was by tendering actual delivery of the property, the refusal to instruct the jury that a tender of warehouse receipts was not sufficient was error. *Gehl v. Milw. Prod. Co.* Supreme Court of Wis., 93 N. W. 26.

As between the carrier of goods and the owner to whom the same are consigned, the B/L is a reliable symbol of title, and vests in the legitimate holder thereof the right to possession of the property. *Ratzer v. Railway Co.*, 66 N. W. 988, 64 Minn. 245, 58 Am. St. Rep. 530, followed. *Bank of Litchfield v. Elliott*, 86 N. W. 454, 83 Minn. 469, distinguished. *Ryan v. Great Northern Ry. Co.* Supreme Court of Minnesota, 95 N. W. 758.

Where, in an action for damages for failure to deliver a telegram, defendant contended that plaintiff was guilty of contributory negligence in not making further efforts to communicate with the addressee, evidence that defendant's agent stated to plaintiff that the telegram had been delivered was admissible to rebut the defense of contributory negligence. *Western Union Telegraph Co. v. Barefoot*. Court of Civil Appeals of Texas, 74 S. W. 560.

Where, in an action for the conversion of a mortgaged crop of wheat, plaintiff showed the grade and price of one load delivered to defendant, and that the wheat was all from the same tract and delivered the same day, and there was no conflicting evidence, the jury was warranted in finding that the wheat was all of the same grade and value as the load referred to. *La Rue v. St. Anthony & Dakota Elevator Co.* Supreme Court of South Dakota, 95 N. W. 292.

The judgment obtained by the Schreiner-Flack Grain Co. against Jos. A. Connor has been affirmed by the Supreme Court of Nebraska. Plaintiff contracted to buy of defendant a quantity of corn, which contract was afterward extended

and modified; and, finally, in consideration of the cancellation of the contract, the defendant agreed to pay the plaintiff the sum of \$625. Connor claimed the contract was a gamble, on margins, with no delivery intended.

At a partition sale the referee stated that there would be "a claim against the place of about 28 acres of rye, besides that the one that put in the rye was to take his; he furnished all the seed, and was to take his share of the seed out of the other half." Held insufficient to show a reservation of the rye from the sale, but to be only a statement that the purchaser would take title to the rye subject to some claim. *Banta v. Merchant*. Court of Appeals of New York, 66 N. E. 13.

In case of an oral contract for sale of wheat, on delivery of the wheat to a carrier, and delivery of the bill of lading to the buyer, title vests in him, and the transportation is at his risk. If a letter confirming a contract of sale is unambiguous, and testimony in explanation inadmissible, but the testimony given is in favor of the true construction, the error in its admission is harmless. *Chas. F. Orthwein's Sons v. Wichita Mill & Elevator Co.* Court of Civil Appeals of Tex., 75 S. W. 364.

The suit of Spelts & Klosterman, grain dealers, against Mike Ward, farmer, to recover \$500 for failure to deliver corn alleged to have been sold, has been decided by the Supreme Court of Nebraska against the grain firm. R. J. Reed, the elevator agent, paid Ward \$50 in advance and induced him to make his mark on a contract to deliver 3,000 bus. Ward delivered only enuf to meet the amount advanced, claiming he did not understand he was to deliver 3,000 bus. The jury evidently believed the contract had not been read to him.

Plaintiff alleged that, by reason of defendant's delay in transporting his cattle, they arrived on a legal holiday, on which there was no market; that plaintiff was compelled to hold them over until the following day, and suffered damages by reason of a decline in the market. Held, that the measure of damages was the difference between their market value on the day they should have arrived, and

their value on the opening of the market after their arrival. *Southern Kansas Ry. Co. of Texas v. Crump*. Court of Civil Appeals of Texas, 74 S. W. 335.

A cross petition has been filed in the suit between the McNeil Grain Co., of Sioux City, Ia., and the Weare Commission Co., of Chicago, Ill., by the attorney of a bank at Oto, Ia., which had bot 65,000 bus. of wheat thru McNeil. In May, 1902, September wheat was bot by a party consisting of the McNeil Grain Co., 150,000 bus.; E. Perry & Co., 510,000 bus.; F. H. Cutting, 100,000 bus.; Oto Bank, 65,000 bus.; Chas. Spengler, 110,000 bus.; and C. F. Perry, 110,000 bus. The Oto Bank held paper of all these men at the time of the failure. The million bus. was purchased at 72 to 73 cents with \$42,000 margins, and closed out without authority, at 71 to 72 cents, by the Weare Commission Co., which desired to sever connections with McNeil, who has since been expelled from the Chicago Board of Trade for bucket-shopping.

The plaintiff became surety for Clemens, a local agent of the Great Western Elevator Co. at Leonard, N. D., and became responsible for losses by the elevator company caused by his fraud or dishonesty in his capacity as agent. The plaintiff was about to relieve itself from such suretyship or risk on account of unfavorable reports as to Clemens' drinking and gambling habits, but concluded not to withdraw the bond if Clemens would furnish it an indemnity bond. The plaintiff wrote to Mitchell, the general superintendent of the Great Western Elevator Co., concerning the matter, and asked Mitchell to have Clemens execute a bond with sureties. Mitchell communicated these facts to Clemens, who procured the defendants to sign his indemnity bond. This bond was sent to Mitchell, who sent it to the plaintiff. Held, on these and other facts recited in the opinion, that Mitchell was not the agent of the plaintiff to the extent that any knowledge which he might have had as to Clemens' acts of dishonesty or fraudulent acts as agent would be imputed to, and become chargeable to, the plaintiff. *Aetna Indemnity Co. v. Schroeder*. Supreme Court of North Dakota, 95 N. W. 436.

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# THE GRAIN DEALERS' SPECIAL

## CHICAGO TO MINNEAPOLIS

October 5th, 1903.

The C. B. & Q. R. R., recognizing the advantages to be gained by grain dealers traveling to and from the Minneapolis Convention together, have granted a special train to grain dealers going to and from the Annual Meeting of the Grain Dealers National Association, provided a party of 200 or more decide to take this route.

The Train will be made up of Compartment Cars, Standard Pullman Sleepers and Burlington Route Chair Cars, to meet the wants and comforts of the dealers. Reservations of berths must be made in advance, so that provision can be made for the accommodation of all those going. If you will join the party please notify us at your earliest convenience whether or not you will go on the Grain Dealers' Special, and what accommodations you desire reserved for you. Double berth in Compartment Car, Chicago to Minneapolis, will cost \$2.50. Double berth in standard sleeping car, Chicago to Minneapolis, will cost \$2.00. Two persons may occupy each of the double berths. Those who desire Chair Car accommodations, which will be free of extra charge, should so specify. Let us hear from you.

It is proposed that the train shall leave Chicago at 7:00 P. M., October 5, which will give ample time to obtain supper before starting. The train will arrive in Minneapolis at 8:00 A. M., October 6; and if hotel accommodations are found insufficient, we shall probably make arrangements with the Pullman Company for occupancy of sleeping cars while in Minneapolis at a slight additional cost to each member desiring to avail himself of the privilege.

Dealers buying through tickets from distant points via Chicago should make sure to have their tickets routed over the C. B. & Q. R. R., Chicago to Minneapolis and return; then will they be able to join the Grain Dealers' Special.

On the going trip the special train will stop at Aurora and Savanna, so dealers desiring to join the Special at either point may do so.

Returning, the train will leave Minneapolis at 8:30 P. M., October 8, and arrive in Chicago the next morning. Those who desire to return before will be able to return on any of the regular trains. If a sufficient number desire to return by daylight train, special car will be attached to one of the regular trains and the party will be brought down along the Mississippi river and across northern Illinois to Chicago. This route, winding in and around the high bluffs along the Father of Waters, is said to surpass any other in pleasing scenic beauty.

The Rate will be \$10 for the round trip, on the certificate plan, from Chicago, provided the trip rate now in force is not changed, of which there seems little probability. This rate will be open to members of the National Association and its affiliated associations, and also to any regular grain dealer recommended by the secretary of any of the associations.

Going to and from Minneapolis in a special train will make the trip pleasanter, more profitable and shorter, and give the association workers ample opportunity to confer on many different subjects and exchange opinions before the Convention. Those who went to the Des Moines Convention on the Grain Dealers' Special will readily appreciate the advantage to be gained by the grain dealers traveling together to and from the meeting.

Ladies will be welcome. Bring your wife, as many of the dealers are preparing to do, and multiply the pleasure of the trip.

We have undertaken to arrange for this special train in hope of promoting the convenience, comfort and the pleasure of the grain dealers who will attend the convention via Chicago. Write us today for accommodations.

# GRAIN DEALERS' JOURNAL

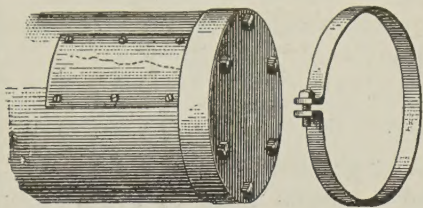
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CHICAGO, ILL.



### Mending a Cracked Jacket.

Two methods of mending the cracked jacket of an engine cylinder are illustrated in the engraving herewith. Both plans have been tried with success, says



a correspondent of the Blacksmith & Wheelwright.

In the first method a plate of sheet steel, about No. 18, large enuf to cover the crack, is used. Holes are drilled and

### A NEW WAY TO SAN ANTONIO. AN AFTER DINNER TRAIN.

Beginning August 2nd, M., K. & T. train No. 3 will leave Kansas City Union Depot at 12:25 P. M., instead of 10:35 A. M., as heretofore. This makes an elegant After Dinner train for Texas, giving passengers from the North and West an opportunity to lay over in Kansas City for several hours, and then resume their journey to points reached by the "Katy" in Oklahoma, Indian Territory and Texas.

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tapped in the jacket for screws about 1/4 in. Under the plate is placed a sheet gasket, coated with white lead and extending the full size of the plate. The screws are then tightened.

Even simpler is the second method. A clamp, heavy, but sufficiently flexible to be drawn over the cylinder head, is made with the assistance of the local blacksmith. After the cracks are pulled together with this clamp the rust that will form in the crevices will make it waterproof.

### YOUR VACATION IN COLORADO.

Consider Colorado as a place to spend your summer vacation and you will find that it meets the requirements. Colorado has been brought nearer the East by our fast train service—only one night on the road from Chicago or St. Louis to Denver. The railroad fare is low during the summer—about one-half the regular fare, and on certain days less than half.

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Just consider these facts for a minute and then write me for a copy of the Burlington's "Handbook of Colorado." It does not attempt a description of Colorado's charms, but it does tell facts about 200 or more hotels and boarding houses—shows the location, how reached, name and address of proprietor, rates by the week and month, principal attractions, etc. No charge for a copy. Will be glad to send copies to your friends.

P. S. EUSTIS,  
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The nearest guess on the number of kernels in a bushel of wheat was made by a Dakota man in a contest conducted by the Thresher World. It was 869,735 grains; the actual number was 869,726.

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F. A. MILLER,  
General Passenger Agent.

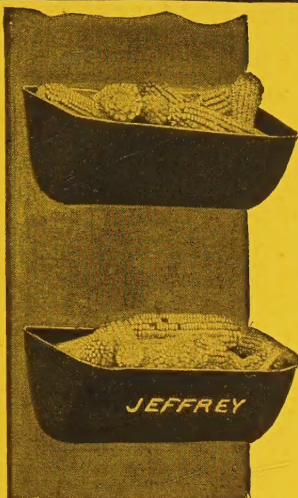
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# The GRAIN DEALERS JOURNAL.

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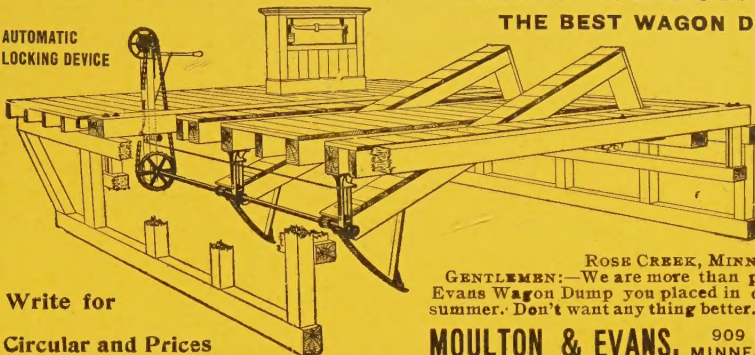
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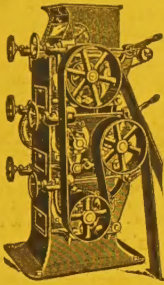
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# GRAIN DEALERS JOURNAL

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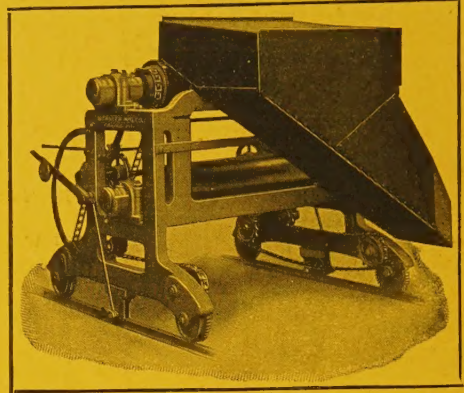
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